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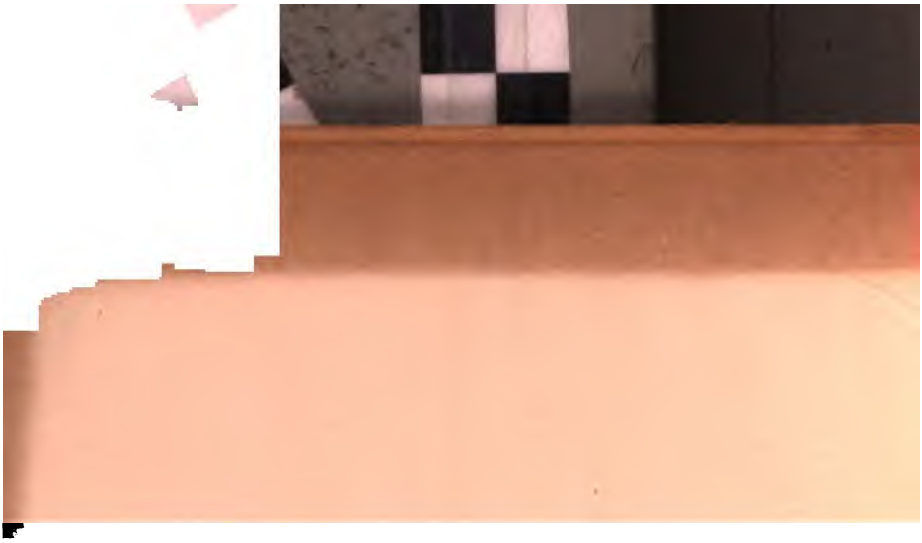

THE

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OF THE

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FOR THE

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1894-95.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. 1, Part 5.

REPORT

OF THE

SECRETARY OF THE INTERIOR;

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE THIRD SESSION OF THE FIFTY-THIRD CONGRESS.

IN FIVE VOLUMES.

VOLUME III.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1894.

ANNUAL REPORT

OF

THE COMMISSIONER OF PATENTS

FOR THE FISCAL YEAR 1893-'94.

DEPARTMENT OF THE INTERIOR,
U. S. PATENT OFFICE,
Washington, D. C., August 22, 1894.

SIR: I have the honor to submit the following report of the business of this Office during the fiscal year ending June 30, 1894:

Applications and caveats received.

Applications for letters patent	35,952
Applications for design patents	1,050
Applications for reissue patents	108
Applications for registration of trade-marks	1,720
Applications for registration of labels	368
Applications for registration of prints	8
Caveats	2,193
Total	41,399

Patents granted and trade-marks, labels, and prints registered.

Letters patent granted (including reissues and designs)	22,546
Trade-marks registered	1,656
Labels registered	
Prints registered	2
Total	24,204

Patents withheld and patents expired.

Letters patent withheld for nonpayment of final fee	4,566
Letters patent expired	13,167

Receipts and expenditures.

Net receipts from all sources	$1,183,523.18
Net expenditures (including printing and binding, stationery, and contingent expenses)	1,053,962.38
Surplus	129,560.80

Balance in the Treasury of the United States on account of the patent fund.

June 30, 1893	$4,279,805.94
June 30, 1894	129,560.80
Total	4,409,366.74

Applications awaiting action.

Number of applications awaiting action on the part of the Office on July 1, 1894	7,076

Comparative statement.

	Receipts.	Expenditures.
June 30, 1890	$1,347,203.21	$1,081,173.56
June 30, 1891	1,302,794.59	1,145,502.90
June 30, 1892	1,268,727.35	1,114,134.23
June 30, 1893	1,288,809.07	1,111,444.22
June 30, 1894	1,183,523.18	1,053,962.38

Applications for patents, including reissues, designs, trade-marks, labels, and prints.

June 30, 1890	43,810
June 30, 1891	43,616
June 30, 1892	43,544
June 30, 1893	43,589
June 30, 1894	39,206

Applications awaiting action on the part of the Office.

June 30, 1890	6,585
June 30, 1891	8,911
June 30, 1892	9,447
June 30, 1893	8,283
June 30, 1894	7,076

The many inquiries received by the Office concerning the number of patents in the various classes have suggested the tabulation of this information in a form generally accessible to the public. The following table gives this information with approximate accuracy, but in studying it it must be remembered that cross-references to patents containing matter falling within more classes than one have somewhat increased the total and have thus produced a slight discrepancy between the total of these classes and the actual number of patents issued, which latter on the last day of June, 1894, was 522,185. The 212 classes given in this table are subdivided into about 5,000 subclasses:

Classes of American patents issued prior to the first day of July, 1894, alphabetically arranged, with approximate numbers of patents issued in each class.

Class No.	Class.	Approx. number of patents.	Class No.	Class.	Approx. number of patents.
180	Accouterments	500	18	Caoutchouc and minor plastics	2,000
181	Acoustics	400	209	Carbonating beverages	200
40	Advertising	2,000	19	Carding	1,300
1	Abolished		119	Care of live stock	1,300
123	Air and gas engines	1,000	20	Carpentry	4,000
195	Alcohol	900	21	Carriages and wagons	18,000
203	Ammonia, water, and wood distillation	308	59	Chains, staples, and horseshoes	800
148	Annealing and tempering	700	155	Chairs	4,200
2	Apparel	7,500	202	Charcoal and coke	320
86	Arms and projectiles. Making	350	23	Chemicals	1,300
166	Artesian and oil wells	1,400	24	Clasps, buckles, and buttons	9,000
3	Artificial limbs	400	25	Clay and pottery	4,100
106	Artificial stone, lime, and cement	1,200	26	Cloth-finishing	800
190	Baggage	850	192	Clutches	1,300
4	Baths and closets	3,500	96	Coating with metal	400
5	Beds	5,000	194	Coin-controlled apparatus	750
6	Bee culture	1,000	154	Composite roofings and coverings	650
8	Bleaching and dyeing	1,600	193	Conveyers	1,200
9	Boats	1,200	147	Coopering	700
11	Bookbinding	2,200	28	Cordage	1,700
12	Boots and shoes	10,000	212	Cranes and derricks	550
13	Brakes and gins	1,500	29	Crinoline and corsets	1,420
107	Bread, cracker, and lozenge making	700	156	Curtains, shades, and screens	2,000
14	Bridges	1,000	30	Cutlery	3,000
15	Brushing and scrubbing	2,629	31	Dairy	4,300
16	Builders' hardware	8,200	32	Dentistry	1,400
17	Butchering	850	165	Designs	23,407
			33	Drafting	685
			34	Driers	2,550

Classes of American patents issued prior to the first day of July, 1894, alphabetically arranged, etc.—Continued.

Class No.	Class.	Approx. number of patents.	Class No.	Class.	Approx. number of patents.
35	Educational appliances	650	82	Metal turning, planing, and milling	2,000
173	Electricity. Conductors	2,118	206	Metal welding	500
191	Electricity. Electric railways	2,000	81	Metal-working tools	2,700
171	Electricity. Generation	2,350	83	Mills	8,000
174	Electricity. Medical and surgical	400	196	Mineral oils	720
172	Electricity. Motive-power	1,100	84	Music	3,500
175	Electricity. Special applications	1,000	85	Nails and spikes	1,400
176	Electric lighting	2,550	163	Needles and pins	200
177	Electric signaling	1,766	151	Nut and bolt locks	1,650
204	Electro chemistry	760	87	Oils, fats, and glue	1,700
187	Elevators	2,000	88	Optics	1,300
37	Excavating	2,500	89	Ordnance	1,200
52	Explosives	350	210	Packaging and dispensing liquids	1,300
168	Farriery	1,300	150	Packing and storing vessels	10,500
38	Felt and fur	700	91	Painting	2,250
39	Fences	6,600	92	Paper-making	3,300
71	Fertilizers	650	93	Paper-manufactures	3,800
41	Fine arts	1,200	94	Paving	1,000
42	Firearms	6,640	95	Photography	1,200
159	Fire escapes and ladders	3,200	97	Plows	8,600
169	Fire extinguishers	1,200	98	Pneumatics	3,700
183	Fireproof buildings	400	99	Preserving	1,200
43	Fishing and trapping	1,300	100	Presses	4,000
188	Fluid-pressure railway-brakes	650	101	Printing	6,880
50	Fluid-pressure regulators	775	102	Projectiles	2,800
44	Fuel	470	103	Pumps	9,300
45	Furniture	4,600	105	Railway cars	14,600
46	Games and toys	4,450	104	Railways	8,000
48	Gas	3,000	62	Refrigeration	3,200
49	Glass	1,400	108	Roofing	1,000
51	Grinding and polishing	2,500	109	Safes	500
53	Hardware-making	1,700	111	Seeders and planters	9,000
54	Harness	9,500	182	Sewerage	150
55	Harrows and diggers	5,500	112	Sewing machines	6,500
56	Harvesters	10,000	207	Shaping fluid metal	220
149	Hides, skins, and leather	1,000	113	Sheet-metal ware. Making	2,100
57	Hoisting	5,000	114	Ships	200
58	Horology	3,500	116	Signals	4,000
60	Hose and belting	1,150	117	Silk	100
61	Hydraulic engineering	1,140	118	Spinning	1,300
138	Hydraulic motors	2,000	120	Stationery	2,276
162	Injectors and ejectors	554	160	Steam and vacuum pumps	215
189	Iron structures	300	122	Steam-boilers	5,800
63	Jewelry	1,150	110	Steam-boiler furnaces	3,500
64	Journal-boxes, pulleys, and shafting	6,500	121	Steam-engines	8,500
65	Kitchen and table articles	2,200	136	Steam-engine valves	1,400
66	Knitting and netting	1,500	125	Stone-working	2,300
67	Lamps and gas-fittings	10,000	211	Store furniture	500
68	Laundry	7,000	186	Store service	800
69	Leather-working machinery	500	126	Stoves and furnaces	18,000
199	Linotyping	87	127	Sugar and salt	2,500
70	Locks and latches	9,000	128	Surgery	3,000
184	Lubricators	1,500	178	Telegraphy	3,080
74	Machine elements	3,900	179	Telephony	2,230
115	Marine propulsion	2,400	130	Thrashing	3,732
72	Masonry	470	131	Tobacco	2,000
198	Matrix-making	110	132	Toilet	900
73	Measuring instruments	8,500	200	Towers	500
185	Mechanical motors	1,600		Trade-marks	24,938
167	Medicines	1,220	47	Trees, plants, and flowers	1,200
153	Metal-bending	570	197	Type-writing machines	1,075
10	Metal bolts, nuts, rivets, and screws	2,300	135	Umbrellas and canes	1,200
77	Metal boring and drilling	800	27	Undertaking	500
205	Metal-drawing	400	146	Vegerable cutters and crushers	2,000
78	Metal-forging	800	208	Velocipedes	2,600
22	Metal-founding	2,100	152	Wagon, car, and track irons	1,000
75	Metallurgy	7,000	141	Washing apparatus	628
201	Metal ornamenting	180	137	Water-distribution	6,000
79	Metal personal wear. Making	450	139	Weaving	4,000
164	Metal punching and shearing	800	157	Wheelwright-machines	300
80	Metal-rolling	1,200	170	Wind-wheels	1,500
76	Metal tools and implements. Making	2,500	140	Wire-working	1,440
124	Metal tube manufacture	600	143	Wood-sawing	4,160
			142	Wood-turning	800
			144	Woodworking-machines	5,000
			145	Woodworking-tools	4,000

Summarizing these tables, there were received in the fiscal year ending June 30, 1894, 35,952 applications for patents; 1,050 applications for designs; 108 applications for reissues; 2,193 caveats; 1,720 applications for trade-marks, and 368 applications for labels. There were 22,546 patents granted, including reissues and designs; 1,656 trade-marks registered, and 2 prints registered. The number of patents which expired was 13,167. The number of allowed applications which were by operation of law forfeited for nonpayment of the final fees was 4,566. The total expenditures were $1,053,962.38; the receipts over expenditures were $129,560.80, and the total receipts over expenditures to the credit of the Patent Office in the Treasury of the United States amounts to $4,409,366.74.

CURRENT WORK.

In the last week in June, 1894, 8 divisions out of the 34 in the Office had all their work within one month of date; 16 had the work within two months of date; 7 of the remaining divisions were within three months, and the remaining 3 divisions were within four months. At the close of the fiscal year there were 7,076 applications awaiting action on the part of the office.

CLASSIFICATION DIVISION.

I have again submitted estimates in another communication appropriate to the establishment of a classification division in the Patent Office upon the basis submitted in my last annual report, and again submitted in my report to Congress for the year ending December 31, 1893, involving an aggregate increase in salaries of $64,590 a year, as follows:

1 chief of classification division	$2,700
2 first assistant examiners (each)	1,800
2 second assistant examiners (each)	1,600
3 third assistant examiners (each)	1,400
36 fourth assistant examiners (each)	1,200
2 clerks (each)	1,000
2 permanent clerks (each)	1,000
2 copyists (each)	900
2 assistant messengers (each)	720

I need not at this time reiterate the considerations which have been before twice urged for this addition to the resources of the Office. I again recommend it strongly for two paramount reasons—that the work of the Office in examining the prior art may be done thoroughly, and that it may be done speedily.

SCIENTIFIC LIBRARY.

I respectfully recommend an increased appropriation for the scientific library of this Office, for at least one year, of $10,000, in order that recent scientific publications hitherto beyond its reach may be obtained.

THE OFFICIAL GAZETTE.

The contract work for the publication of the Official Gazette, covering the photolithographing of the drawings and the claims of patents, cost during the past year $44,998. The republication of the patents which expired during the last six months of the year cost $4,499,70.

But this was not the entire cost of the Gazette, for in addition there was paid to the Public Printer for printing letter-press $17,863.28; for printing indexes $20,088.70; for printing titles, briefs, and claims $26,192.56—a total of $113,642.24. The production of the Gazette by the photolithographic process, so far as those pages are concerned which include both drawings and claims, arose in the beginning from the impossibility of producing one part of a page—for example, the drawings—by the photolithographic process, and printing another part of the same page—the claims—from type by another process. Later processes, however, of photo-engraving enable plates to be reproduced upon metal, so that they may be distributed throughout the text when set in type. It is now easy to do that which when the present method was inaugurated was impossible. The present edition of the Gazette, of 7,000 copies a week, is nearly the utmost that, with good results, can be produced by the photolithographic process. It is already necessary to enlarge the edition, and for this reason, as well as because the work will be more perfect, it is recommended that the entire production of the Gazette be consolidated, so as to be produced in one place; that all the text be printed from type, or stereotyped, under one contract, or else that all the work be done in such manner by the Public Printer. This involves no extra expense, but only the transfer of some portion of the appropriation for the printing fund of the Interior Department from that fund to the contract work, or else the transfer of the appropriation for photolithographing from this office to the fund that may be disbursed by the Department in paying the Public Printer for the whole work.

CONTRACTS.

On April 14, 1894, advertisement was made for sealed proposals for photolithographing or otherwise producing plates for the Official Gazette, and for other work of a similar character in producing the weekly issues of patents and reproducing exhausted copies of patents, to be submitted to this office until 12 o'clock noon of May 7, 1894. Bids were received and opened, as follows:

The Norris Peters Company	$110,017.64
M. D. Helm	126,137.59
The National Lithographing Company	127,915.73
Capital Publishing Company	143,799.15
Friedenwald Company (Official Gazette only)	54,983.70

The bid of the Norris Peters Company was accepted, which will result in the performance of the work for the sum of $110,017.64, based on the estimates of work for the last fiscal year, then complete. In the year 1892–'93 the same work cost $154,787.22, and in the year covered by this report the corresponding work cost $139,900.08.

PUBLICATION OF EXPIRED PATENTS.

Under the general appropriation made for the Official Gazette the Commissioner had such discretion concerning its published matter (within the limits of the appropriation) that in the issue beginning with January 16, 1894, the patents which expired with each weekly issue of the Gazette were reproduced in a supplement, with appropriate indexes, and in such manner that the Gazette might be bound with or without the expired patents without mutilation. The appropriation for the current year is limited in such manner that this republication cannot be continued. Correspondence with a large number of manufacturers in

various parts of the country led to an expression of opinion on their part as to the advisability of this republication. A number of the large manufacturers thought it useless, for the reason that they kept all this data in their own offices, and a larger number thought it useful, because the material was inaccessible, except at considerable expense, and was often and ordinarily overlooked. It is obvious that the larger majority of inventors and smaller establishments would not have this information accessible, and would find it of advantage in disclosing from week to week what results of the patent system were thrown open to the public. The cost would not exceed $10,000 a year for the present, or only about one tenth of the cost of the regular portion of the Official Gazette devoted to the publication of new patents as they are issued. I recommend that the republication of expired patents be permanently established.

Very respectfully, your obedient servant,

JOHN S. SEYMOUR,
Commissioner.

The SECRETARY OF THE INTERIOR.

REPORT

OF

THE COMMISSIONER OF PENSIONS.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, September 29, 1894.

SIR: The number of pensioners on the rolls June 30, 1893, was 966,012. During the year following that date 39,085 new pensioners were put upon the rolls; 2,398 who had been previously dropped were restored, and 37,951 were dropped for death and other causes. The net increase of pensioners during the year was 3,532, and on June 30, 1894, the number of pensioners on the rolls was 969,544.

During the same period 41,128 claims for increase of pension, additional pension, etc., were allowed, so that the number of pension certificates issued during the year was 80,213, and 132,873 claims of all classes were rejected; making a total of 213,086 claims of all kinds adjudicated within the year.

On July 1, 1894, there were undisposed of and in different stages of preparation and advancement claims for pension or for increase to the number of 619,027, represented by 514,414 claimants, of whom 227,205 are upon the pension rolls, and 287,209 original claimants, or widows or dependents, are not now upon the rolls. The original claims included in this number, except those recently filed, have mostly been considered by examiners, and found still lacking in essential evidence and not ready for adjudication.

That the number of cases definitely disposed of by allowance or rejection, and especially by allowance, is noticeably less than in some former and comparatively recent years, is not, when the condition and situation are fairly regarded and understood, matter of surprise; nor does it tend to show that the force of the Bureau has worked less faithfully or diligently than in those former years. As the adjudication of original claims under the present laws nears completion, the work necessarily turns to a large extent upon the difficult cases, of doubtful merit or imperfect proof, which examiners have laid aside in the past to take up cases well established or clearly shown to be without merit, and in either case quickly and easily adjudicated.

Under the early pension laws the number of claims allowed steadily ran down from 50,177 in 1876, to 9,977 ten years later. The arrears of

pensions act, by stimulating hope of getting very large first payments, caused a great increase in applications, and allowances also increased. The act of June 27, 1890, dispensing with proof that disabilities were of service origin, and satisfied by ninety days' service, however nominal, brought an avalanche of claims, increasing from 105,044 filed in the year ending June 30, 1890, to 363,799 in the year ending June 30, 1891. The great majority of these claims were meritorious, and easy of proof under that law, and under Order No. 164, which went beyond the law and rated specific disabilities as if of service origin. The work of the examiner was light, and the papers to be examined few in ordinary cases. If the application alleged disabilities not the result of vicious habits, and the report of the medical board showed disabilities existing which, if of service origin, would have rated at or above $6, and the return to the call on the War Department showed ninety days' service and honorable discharge, the claim was allowed. An expert, industrious examiner could glance over such papers rapidly and allow fifty or more in a day. Cases presenting difficulty would be laid aside, and a large proportion of the force detailed as special examiners were properly called in and put at the work of adjudicating claims.

The output of certificates was for a time phenomenal. Rejections would only occur where the service was less than 90 days, or had ended with dishonorable discharge or desertion, or where the report of the Medical Board showed that the alleged disability did not exist or was the result of vicious habits. Cases at all difficult, defective in proof, or marked for special examination, were put by, and now come up for consideration and action. New claims have fallen off. As before stated, 363,799 claims of all classes were filed in the year ending June 30, 1891; 198,345 were filed in the year ending June 30, 1892; 119,361 in the year ending June 30, 1893; and 40,148 in the year ending June 30, 1894.

It is quite evident that under existing laws the original claims for pensions must be nearly all in. Except the few meritorious, well-proven cases, which are still occasionally filed, where claimants have been disinclined to apply, until perhaps forced by need, the great bulk of cases now on hand may be classed as difficult cases, requiring additional evidence and unusual care in adjudication.

Where a claim, upon the evidence presented, seems to be without merit, it would appear to be an easy matter to dispose of it by rejection. But in most such cases there will be repeated attempts to reopen the case, by asking a reconsideration or by filing new and often immaterial affidavits. The cases are again examined, to avoid possibility of injustice, but the work of the examiner is not usually in such cases productive of certificates.

Much time is wasted by claimants and their attorneys, who having been notified to supply essential evidence in respect to designated matters, utterly neglect to respond to the notice, and months after ask

again for the status of the case, or complain that it is not allowed. Then the notice to them is renewed, and the same course is repeated at irregular intervals without result, except to waste the time of examiners.

Claimants, usually at the instigation of their claim agents, often request their Senators or Representatives in Congress to call for the status of their claims. The number of Congressional calls which have been answered during the year ending June 30, 1894, exceeded 95,000. Senators and Representatives expect prompt, full, and careful statements in answer to such calls, and I have directed such answers to be furnished. But every such answer requires, besides the time taken in writing it, a careful looking over of the case by an examiner, or nearly as much work as would be required to adjudicate the case, if the necessary evidence had been supplied. The practice has been greatly abused by imposing upon Congressmen and getting them to call for status of cases where the claimants or their attorneys have already been fully informed and have done nothing to change the condition of the case.

I have at times been tempted to follow the example of one of my predecessors and ignore such calls where the claimant has already had full notice of the status of his case, because of the great hindrance to the work of the Bureau, caused by such calls. But respect for the Congressmen, who are in no way to blame for the imposition practiced upon them, has actuated me in directing full and prompt answers to all such calls.

BOUNTY LAND WARRANTS.

Fifty-six bounty land warrants and 8 duplicate land warrants were issued during the year. Three hundred and fifty-seven claims for land warrants and one claim for a duplicate warrant were rejected, and 493 claims for land warrants were pending at the close of the year.

EXPENDITURES FOR PENSIONS.

The appropriation for the payment of pensions for the fiscal year ending June 30, 1894, was $165,000,000. There was also paid into the Treasury, to the credit of this fund, sums aggregating $10,173.70, mainly from recoveries of pensions and attorneys' fees paid to persons afterwards shown not to be entitled thereto. The amount of money paid for pensions during the year was $139,804,461.05, leaving a balance in the Treasury of this appropriation at the close of the year of $25,205,712.65.

All pensions were paid promptly and with dispatch by the pension agents, and without loss to the Government. The salaries of the pension agents, with their clerk hire, rents, fuel, lights, and contingent expenses, amounted to $525,962.41, leaving in the Treasury a balance of the appropriation for these purposes of $5,443.99.

There was paid out during the year, from the appropriations for 1893, fees of examining surgeons earned during that year to the amount of $232,217.71, and out of the appropriation for 1894, for fees of examining surgeons for that year, $441,740.32, leaving a balance in the Treasury of that appropriation of $558.390.68, which will, however, be largely reduced by the payment of surgeons' fees not yet adjusted.

APPROPRIATIONS.

The appropriations already made for the year ending June 30, 1895, will, in my judgment, be ample, except that an additional appropriation of $250,000 should be made for the per diem and expenses of special examiners. This important branch of the service will be referred to further on; and attention is invited to the report of the chief of that division, which is hereto appended.

ESTIMATES FOR 1896.

The estimates for the year ending June 30, 1896, have already been submitted, and are as follows:

For pensions	$140,000,000
For surgeons' fees	1,000,000
For salaries of pension agents	72,000
For clerk hire at pension agencies	450,000
For fuel at pension agencies	750
For light at pension agencies	750
For rents at pension agencies	23,070
For contingent expenses	35,000
Total	141,581,570

This estimate is the same as the appropriations for the year 1895, except that the amount for the payment of pensions is estimated at ten millions less, and at the amount paid during the last year.

In the year 1895, thirty years after the close of the war, the pension roll must in the course of nature reach its highest limit in numbers and thereafter begin to decrease. The falling off in the presentation of claims is shown by the fact that the number of pending claims in the Bureau has decreased upward of 90,000 during the year. The large proportion of new claims filed are for increase by pensioners now on the rolls. New claims, well proven and of easily recognized merit, are still being filed by deserving soldiers, who have long refrained from asking Government bounty, and by widows and dependents of such soldiers.

ACT OF JUNE 27, 1890.

The decision in the Bennett case and abrogation of Order No. 164 have brought the practice of the Bureau into accord with the terms of the act itself. Specific injuries or ailments are no longer under that act given specific ratings, but are considered only as they affect the capacity

of the man to perform manual labor. The board of revision, constituted to examine claims allowed under Order No. 164, had up to the close of the year examined 108,857 cases. Of these, after due notice and the consideration of new evidence when offered and medical examination when requested, 2,266 cases were dropped, and 3,343 reduced to lower ratings. These cases are considered with large liberality of construction, and not disturbed unless the allowance was clearly wrong or illegal. One very good result of the general understanding that the terms of this act are adhered to has been to lessen the filing of experimental applications without merit.

WORK OF THE BUREAU.

In all the divisions the clerks have been diligent and faithful, and the work has progressed as rapidly as consistent with proper care and attention to the class of cases coming up now for adjudication. I do not deem it useful to enlarge this report by adding the separate reports of the chiefs of divisions, except in case of the law division and special examination division, as they relate to matters outside of the office building to considerable extent, and of a character deserving special attention.

LAW DIVISION.

The work performed by the law division is large in amount and important in character, as will appear by reference to the report of its chief. All transactions with attorneys and claim agents, and questions touching their conduct or fees, questions of law arising in the Bureau or relating to its operations, and all cases of fraud brought to light by special examiners or otherwise come under the charge of this division. Its work has been done with marked efficiency, and the chief and his principal assistants deserve higher compensation. I respectfully renew my former recommendation that their salaries be raised to correspond with those of the principal officers of the medical division.

SPECIAL EXAMINATION DIVISION.

The report of the chief of this division, appended hereto, exhibits the character and importance of its work. Cases which appear to have merit, but in which the claimants are unable to obtain essential evidence, are, with such information in respect to witnesses as the Bureau can obtain, placed in the hands of special examiners, who are often able to discover and obtain the evidence necessary to prove the claims. The larger part of the force is always kept employed in this class of work. But the special examination division, aided as it is by the law division, constitutes the main protection which the Government has against fraud and imposition. Most of the pension attorneys and claim agents are capable and honorable; but some among them are the most

dishonest and unscrupulous of men, dealing habitually in perjury, forgery, and every species of fraud and falsehood. Without special examiners, the villainy of such men would operate without check or fear of detection and be generally successful, as it is too often now in spite of all safeguards.

Such men attract the unworthy as clients—the bounty-jumpers, cowards, and deserters, and the fraudulent malingerers. As many of their crimes are discovered, their fraudulent cases overthrown, and themselves and their guilty confederates brought to deserved punishment by the work of special examiners (there were 194 convictions for pension frauds last year), it is but natural that such men and their clients should be loud and unceasing in decrying special examiners as spies, and seeking, with the aid of unscrupulous partisan newspapers and politicians, to create a prejudice against special examiners in the minds of deserving pensioners and others. The worthy and deserving soldiers are still modest, and in the race for pensions are elbowed to the rear by the unworthy, who are as truculent in their continued strife for pensions and increases as when operating for bounties. They crowd themselves to the front at soldiers' gatherings with clamor for resolutions for more pensions, and denunciations of every regulation tending to unmask or prevent dishonesty and fraud as "unfriendly to the soldier." Their insatiable greed and detestation of all regulations made to insure honesty and restrain or discover fraud, shamelessly proclaimed, has done much to lower the regard which would otherwise be universally manifested for the deserving soldiers.

It has been represented that the attempt to discover frauds is a new movement, and credit is given me in that direction, to which I am not fairly entitled. Commissioner Barrett, in his report for 1867, says:

By means of careful special investigations the names of many persons who were improperly drawing pensions have been dropped from the rolls, and the real character of many more seemingly fraudulent or unworthy applications has been definitely ascertained. In several cases of misdemeanor and crime, conviction and punishment of the offenders have been secured. It is believed that only by constant and vigilant supervision, such as it has been my purpose to maintain, can serious frauds upon pensioners and the Government be prevented. It can easily be demonstrated that the expenditures for this service have been largely surpassed in actual pecuniary saving to the Government.

Commissioner Cox, in his report for 1868, in commending the work of special examiners, writes:

The expenditures for this service are largely exceeded by the actual pecuniary gain to the Government. Of claims established or pending over 300 have through this agency been found fraudulent or worthless, and the amount covered by these claims alone is over $27,000 per annum.

Commissioner Van Aernam, in his report for 1870, writes:

Soon after assuming the duties of my present position I became satisfied that a great number of fraudulent claims upon the Pension Office had been made, many of which had been allowed and paid, and others were still pending. Not a few of these claims were based upon applications, the signatures of claimants or witnesses in which are forged and supported by false affidavits.

Commissioner Baker, in his report for 1871, writes:

Every compliance with law, every requirement of evidence, every condition essential to the completion of a case under the best rules and regulations that have yet been devised may be had, and yet the claim admitted be fraudulent. The fraud must be looked for behind the papers themselves, and on the ground where they were prepared.

The same Commissioner, in his report for 1872, referring to the *ex parte* parol evidence used in proving claims, writes:

Here the door opens for fraud. We are compelled to rely upon evidence taken *ex parte*, in which the Government has not exercised the right of cross-examination, and upon which a decision could not be had in a court of justice. Fraudulent practices exist to a less extent in the invalid branch than in any other. The evidence to sustain a widow's or dependent's case is purely *ex parte*. As a result of this a very considerable percentage of those cases are wrongfully established.

The same Commissioner, in his report for 1873, writes:

In my last annual report I dwelt at some length upon the subject of fraudulent pension claims. Attention was invited to the defects of the present system of determining the right to a pension, and the opinion was expressed that these defects rendered frauds so easy, and that consequently there was, in fact, so large a percentage of cases wrongfully established, as to challenge the careful consideration of Congress, and that some remedy should, if possible, be devised. The experience of the past year has confirmed and emphasized that view.

The principal weakness of the system consists, as was then stated, in accepting as a basis of adjudication *ex parte* affidavits, which the Government has no power to sift by cross-examination, while at the same time it has no means of research for adverse testimony. In my opinion there can be, under these conditions, no security to the Government against dishonest claims, and probably the proportion of such claims which will be successfully prosecuted will increase rather than diminish, the dishonest attorneys becoming more skilled, and the temptation to fraud becoming greater, as the average value of pension is enhanced by the accumulation of arrears and growing liberality of legislation.

The same Commissioner, in his report for 1874, writes:

During the fiscal year 1,263 claims were investigated by the special agents of this office. Of those cases in which pensions had been granted, nearly 40 per cent, or 411 cases, were proven by the sworn testimony of persons in a position to know the facts to be without merit, and most of them to have been established through intentional violations of law. These names were dropped from the roll, resulting in monthly saving to the Treasury of $3,461.31, and an annual saving of $41,525.72. Estimating the average duration of a pension at eight years, these persons would have received $333,285.76 had not these investigations been made.

Commissioner Atkinson, in his report for 1875, writes:

During the fiscal year, 1,530 claims were investigated by the special agents of this office. Of those cases in which pensions had been paid, 309 were found to be fraudulent. The names of these pensioners were dropped from the rolls, resulting in a saving of $2,605 per month, or $31,260 annually. Estimating the average duration of a pension at eight years, but for these investigations the payments in those cases would have amounted in that time to $250,080. Through the action of the agents in this service during the year, $16,398.70 of pension money, which had been unlawfully obtained, was refunded to the Government. The average amount of accrued pension paid by the Government in each fraudulent claim is estimated to be $577.29. During the year the agents of this office recommended the rejection of 243 pending claims (supporting the recommendation by sworn testimony) which without such

investigation would probably have been allowed. Assuming that adverse action was taken in 80 per cent of these cases, the saving therefrom would be $112,235.17.

Commissioner Bentley, in his report for 1879, writes:

The number of cases investigated, including 128 investigations of miscellaneous violations of law by attorneys and others, was 1,613; 609 cases of pensions which had been allowed were investigated, of which 393 of the pensioners' names were dropped from the rolls, and the pensions of 55 others were reduced; 825 pending claims were investigated, 468 of which were found to be not entitled. The saving to the Government by these proceedings was $501,269.82.

The same Commissioner, in his report for 1880, writes:

The number of frauds discovered year after year, when it is considered that the attention of the office was attracted to them through accident or some suspicious circumstance, or by the statement of a volunteer informer, is very great, and renders it certain that but a very small percentage of the frauds committed come to the knowledge of the office.

I have selected these extracts from the reports of the earlier Commissioners since the civil war to show that special examinations, fraudulent claimants, dishonest claim agents, and the practice of dropping unworthy pensioners from the rolls have all existed in the past. But in those earlier days fraud in pension cases did not find active champions in public men or much support from the public press.

PROVISO OF DECEMBER 21, 1893.

This act, like all others, has been faithfully carried out since its proper construction was announced by the Attorney-General. It has considerably changed the practice of the Bureau. Prior to its enactment, and from the earliest administration of the pension laws, whenever it was made fairly to appear that a pensioner had no title, or had obtained his pension by fraud, or that the rate was unwarranted, the payment of the pension was suspended until, upon notice to the pensioner, evidence could be formally taken and the matter be regularly adjudicated. This operated like an injunction, to preserve all rights pending the adjudication and save the Government from further loss if the pension was wrongful. If the pensioner believed himself entitled, his interests were enlisted in aiding to expedite the hearing. The Bureau was often advised of fraud or want of title, just after the certificate was issued, as publication of that fact might bring the matter to the notice of some person having knowledge of the fraud, who would inform the Bureau, when, if the information was explicit and credible, notice of suspension of payment telegraphed to the pension agent often stopped the first payment, which, covering arrears, is usually considerable in amount.

The operation of this proviso, in its change of the power and practice of the Bureau, is illustrated by this case: Jane Hill applied for pension years ago, as widow of Edmund Hill, Company D, Fourteenth U. S. Colored Heavy Artillery. The roll of the company failed to show the name of Edmund Hill, but did show Edward Hill. Such mistakes in

names are not infrequent, and although it delayed the settlement of the claim, the alleged widow finally produced evidence deemed satisfactory, and her pension was granted in May, 1893, under certificate No. 373140, at $8 per month from December 26, 1873, and $12 per month from March 19, 1886. The first payment on her certificate, covering these arrears, would therefore amount to about $2,200. But almost immediately after the certificate issued, it was discovered that Edward Hill of that company was still alive and applying for a pension himself. Payment of Jane Hill's pension was suspended, and in time to stop the first payment. Subsequent investigation now shows that she was an entire stranger to the soldier. But before the matter could be examined far enough to get at the exact facts, and give the proper notice, and take evidence regularly to annul Jane Hill's pension, the proviso of December 21, 1893, was enacted, and in obedience to it the suspension of payment of her pension was removed, and Jane Hill drew the entire payment. The claim agent got substantially the whole of the money for a house of trifling value which he caused to be conveyed to her.

The effect of this proviso is to take from the officers of this Bureau the power to interfere where they plainly see the Treasury being plundered by the fraudulent and the unworthy. I could cite numberless instances of pensioners having no title, pensioners drawing more than one pension, widows who having remarried continued to draw pensions, and all manner of fraudulent and illegal pensions, where the Treasury would continue to be plundered for a time with the knowledge of the officers of this Bureau, who, because of that proviso, were rendered powerless to prevent it.

THE PENSION BUILDING.

The appropriation recently made by Congress will insure a new roof and a ceiling for this building, both of which are much needed, for the reasons stated in my last report. I respectfully renew my recommendation contained in that report for the construction of electric fans or some other efficient appliances, to produce ventilation for the relief of the file clerks who are employed at heavy work in the low rooms of the fourth story of the building, just under the roof.

CASE OF CHARLES D. LONG.

This case has attracted wide attention, because of the fact that the pensioner is one of the judges of the supreme court of Michigan, and has upon the rostrum and through the press unstintingly denounced this Bureau and myself for alleged arbitrary and illegal proceedings in the reduction of his pension; and because of the suits instituted by him in this District against myself to prevent such reduction.

This pensioner was and has been for some years pensioned at the rate of $72 per month for total and permanent helplessness. The fact that

he was, and for a considerable time had been, one of the judges of the supreme court of Michigan and discharging the duties of that office, and that he was a man of apparent vigor, having the full use of all his bodily members save his left arm, which had been amputated, coming to the knowledge of the Bureau, it was considered that he was not in such condition of total and permanent helplessness as entitled him under the law to the $72 rate.

On this information I, on July 23, 1893, in accordance with the practice of the Bureau before and at that time, ordered that the payment of his pension be suspended pending an investigation as to his right to that rate of pension, and soon after directed the pensioner to appear before the Detroit board of examining surgeons for examination. The right to order such special examination has always been exercised and is expressly recognized and reserved to the Commissioner by the act of Congress of June 21, 1879, which abolished biennial examinations. The pensioner, however, refused to obey the order, and on October 4, 1893, filed his petition in the supreme court for the District of Columbia and obtained an order upon me as Commissioner of Pensions to show cause why a writ of mandamus should not issue, directing me as such Commissioner to rescind the order suspending the payment of his pension. Hearing upon this order to show cause was not reached until December 22, 1893.

In the meantime, the proviso of December 21, 1893, was enacted, and in obedience thereto the order of suspension was rescinded. On January 4, 1894, notice was given to the pensioner that the evidence on file in his case did not show him entitled to the rate of pension he was receiving, and that the rate would be reduced to $50 per month unless within thirty days he filed evidence showing himself entitled to his then present rate. Upon that, the pensioner filed another petition in the same supreme court and obtained an order to show cause why a writ of injunction should not issue restraining me from reducing the pension. Hearing was had before Hon. Walter S. Cox, judge of said supreme court, and his opinion, sustaining the power claimed by the Commissioner in such cases and pointing out an error in the notice, is hereto attached. It recites fully the facts in the particular case, collates the statutes bearing thereon, and so presents and applies the principles of law governing the powers and duties of the Commissioner in cases where a pension is questioned, as to merit careful attention.

After the filing of the decision of Judge Cox, another thirty days' notice was served upon the pensioner, to which he did not respond, and on April 30, 1894, his pension was reduced to the rate of $50 per month. Some four months subsequently the pensioner filed another petition in the same supreme court and obtained an order requiring the Secretary of the Interior and Commissioner of Pensions to show cause why a writ of mandamus should not issue, commanding them to restore the pension to the rate of $72 per month. The relator (Judge Long) has

obtained a postponement of the hearing upon this order until October 26, 1894. In all this litigation the Government has been most ably represented by Hon. Edward B. Whitney, Assistant Attorney-General.

It is quite clear that under honest but mistaken interpretation of the pension laws by prior Commissioners this pensioner has obtained from the Treasury more than $7,000 to which he was never lawfully entitled. Should he make good his assertion that he will take this case for decision to the Supreme Court of the United States, he may, when it shall be finally decided, consider the propriety of returning this money to the Treasury.

Very respectfully,

WM. LOCHREN,
Commissioner.

The SECRETARY OF THE INTERIOR.

DECISION OF JUDGE COX IN CASE OF CHARLES D. LONG.

[Filed February 28, 1894. J. R. Young, clerk.]

CHARLES D. LONG *v.* WILLIAM LOCHREN, COMMISSIONER OF PENSIONS.

The material allegations of the bill may be stated as follows, viz:

On the 8th of August, 1861, the claimant enlisted in the volunteer service of the United States as a private in Company A, Eighth Regiment of the Michigan Infantry, and served until April 16, 1862, when, at the battle of Wilmington Island, Georgia, he received a gunshot wound in his left arm above the elbow, which resulted in the amputation of his arm just below the shoulder. At the same time a ball passed through his hip bones and lodged in the groin, where it still is. This wound has never healed, and remains a running sore to this day, and requires dressing twice daily, and he is wholly incapacitated for the performance of manual labor, and, as far as that is concerned, he is permanently and totally helpless, requiring the regular aid and attendance of another person.

On the 28th of February, 1863, he was placed on the pension rolls, and prior to August 16, 1889, he was paid at the following rate, viz, $8 a month from June 23, 1862; $15 a month from June 8, 1866; $18 a month from June 4, 1872; $24 a month from June 4, 1874; $30 a month from March 3, 1883; $50 a month from March 21, 1884.

On the 16th of August, 1889, a new certificate was issued to him by Commissioner Tanner, changing the rates before mentioned, and particularly in this, that he allowed $50 per month from *June 4, 1874*, and *$72* per month from *June 17, 1878*, and this was expressed to be for "loss of arm above elbow and gunshot wound of left hip." From that time he regularly received his pension at the last-named rate, including arrearages.

On the 4th of January, 1894, he received a notice from the present Commissioner "that it appears from medical evidence on file in this Bureau that you are not disabled from the effects of loss of left arm above the elbow and gunshot wound of left hip in such degree as to require the constant personal aid and attendance of another person, so as to entitle you to $72 a month, the rate of pension you are now receiving. * * * Said rate will, therefore, be reduced to $50 a month, unless satisfactory evidence be furnished to show that you are so disabled from the pensioned causes alone as to require the regular and constant personal aid and attendance of another person. Under the provisions of the act of Congress of December 21, 1893, you may, if you believe that the disability entitles you to the rate of $72 per month, within thirty days from this date, file in this Bureau competent proof (medical if practicable) to that effect. Your case will thereupon be reconsidered, and if the testimony filed warrants such action, your present rate will be allowed to remain unchanged. If, however, such evidence shall not be satisfactory, or shall not have been furnished, said reduction will be made without further notice."

On July 23, 1893, the Commissioner had issued an order to the pension agent at Detroit to suspend payment of complainant's pension, pending a special examination, and on August 28 he notified complainant to report to the board of examining surgeons at Detroit. The complainant applied to the Commissioner, without effect, to revoke this order; and on the 4th of October he applied to this court for a mandamus to compel the Commissioner to comply with his request, and a rule to show cause was issued, to which the defendant filed an answer. While the case was under advisement the act of December 21, 1893, was passed, requiring thirty days' notice to be given and a hearing upon evidence before a pension should be suspended, and thereupon defendant directed payment of pension to be resumed, and so advised the court.

The court afterwards delivered an opinion, a copy of which was filed as an exhibit. It is alleged that the defendant acted upon the identical proofs which were before Commmissioner Tanner, and no new evidence, and did not give the complainant a hearing; that, besides the evidence on file, Commissioner Tanner made personal inspection of complainant's wounds, and he had before him a number of affidavits in addition to those exhibited with defendant's answer in the mandamus case.

Upon the disposal of the mandamus case, the defendant issued the notice of January 4, and, unless restrained by the court, complainant believes he will proceed to reduce his pension according to that notice. His right to do so is denied, and an injunction asked.

It is unnecessary to refer to the answer in detail. It refers to and adopts the answer in the mandamus proceedings, which gives a history of complainant's several applications, and the action thereon; it supplies copies of all the affidavits upon which Commissioner Tanner acted in giving to complainant his present pension certificate, and it denies the legality of his action.

The grounds of defense to the present application will more fully appear as I proceed to discuss the questions of law involved in the case.

It is important, in the first place, to ascertain, accurately, the history of the complainant's claim for pension, inasmuch as counsel disagree as to the character of his application and as to the effect of the action upon them by the office.

The first declaration of the complainant was made on the 16th of July, 1862, and he then described his injury as follows, viz: "His left arm amputated near the shoulder, and another wound in the abdomen which is still unhealed and the ball not extracted."

The only act of Congress then in force on the subject of pensions for disabilities incurred in the then pending war was that of July 14, 1862, ch. 166, passed two days before this declaration. This provided for any soldier, etc., disabled by reason of wounds received in the military service since March 4, 1861, and allowed for privates, for the highest rate of disability, the sum of $8 per month, and a proportionate rate for an inferior disability.

It did not establish any specific disability as the result of one or another kind of wound, but seems to have left the gravity of the injury to be determined by the pension officials.

The complainant made no separate claim on account of his two wounds; he made no claim on the ground of incapacity to perform manual labor or because he required the aid and assistance of a third person, and submitted no evidence on either head, for at that time no such grounds of claim had been indicated in the law, but he simply stated his condition as resulting from his double injury, and he was allowed thereafter the highest rate of pension then provided, viz, $8 per month. At that time, too, only three months after the wound, it would not have been possible to certify that the hip wound would be a permanent injury.

The act of June 6, 1866, ch. 106, provided for different classes of sufferers different rates of pensions, as follows, viz:

1. (*a*) For those who had lost *both eyes* or *both hands*, and (*b*) those *otherwise so permanently and totally disabled as to render them utterly helpless*, or (*c*) so nearly so as to require the constant personal aid and attendance of another person, *twenty-five dollars* ($25) per month.

2. (*a*) For those who had lost *both feet* or (*b*) *one hand and one foot*, or (*c*) otherwise *so disabled as to be incapacitated from performing manual labor, but not so much so as to require constant personal* aid and attendance, twenty dollars ($20) per month.

3. For those who had suffered the loss of *one hand or one foot*, or had been permanently disabled in the same, *fifteen* dollars ($15) per month.

Although this act provided for those who, in consequence of wounds, were either utterly helpless or so nearly so as to require constant attendance, and also for those who, while not requiring such attendance, were incapacitated from performing manual labor, the complainant made no claim for increase of pension on either ground, but on the 31st of July, 1866, applied only to have his pension increased to $15 per month, which was the allowance for the loss of one hand, and which was duly allowed. This is entirely inconsistent with the idea that he was then claiming the larger allowance for the other designated disabilities.

The act of June 8, 1872, ch. 342, made some changes in the specification of disabilities and the rates of pension. It allowed:

1. (*a*) For those who had suffered the loss of the sight of both eyes or of *both hands* or *both feet*, or (*b*) were otherwise so permanently and totally disabled as to render them utterly helpless, or (*c*) so nearly so as to require the constant personal aid and attendance of another person, *thirty-one and twenty-five one-hundredths dollars* ($31.25).

2. (*a*) Those who had suffered the loss of *one hand* and *one foot*, or (*b*) were otherwise so disabled as to be incapable of performing any manual labor, but not so much so as to require constant personal *aid and attendance, twenty-four dollars* ($24) per month.

3. (*a*) For those who had suffered the loss of *one hand* or *one foot*, or (*b*) were otherwise so disabled as to render their incapacity to perform manual labor equivalent to the loss of a hand or a foot, eighteen dollars ($18) per month.

Although total helplessness, or such a degree of it as to require regular aid and attendance, and incapacity to perform manual labor without the necessity of aid and attendance, were all provided for in this act at increased rates, the complainant did not apply for such increase on any one of these grounds, but on the 10th of August, 1872, asked an increase of $3 per month, making his pension $18 per month, which was the increased allowance only for the loss of one hand. This would certainly seem to negative any claim or pretension to relief on the other grounds.

An act of March 3, 1873, ch. 234, increased the rates given by the foregoing act. For total helplessness, or *the condition* so near it as to require personal aid and attendance, it gave $25 per month from June 4, 1864, to June 3, 1872, and thence forward $31.25; and for incapacity to perform manual labor, not requiring personal aid and attendance, it gave $20 from June 4, 1864, to June 3, 1872, and thereafter $24 per month. Yet, although the complainant was only receiving $18 per month, he made no application for increase under this act.

The act of June 18, 1874, ch. 299, allowed all persons who were then entitled to pensions under existing laws, and who had lost either *an arm* at *or above the elbow* or a leg at or above the knee, *to be rated in the second class*, and receive *twenty-four dollars* per month. On the 29th of August, 1874, the complainant applied for an increase of his pension, under this law, to $24 per month, which was allowed.

The act of June 18, 1874, ch. 298, increased the allowance for permanent, total helplessness, requiring the personal aid and attendance of another person, to $50 per month. The complainant made no application for increase under this law.

The act of June 16, 1880, ch. 236, increased the allowance of those who were receiving pensions under the last act to $72 per month.

On the 15th of August, 1881, the complainant applied for an increase of pension. He says "*he is a pensioner by reason of loss of arm above elbow;* that he believed himself entitled to an increase of pension on account of gunshot wound of left hip. * * * Said wound has never healed and requires bandaging and dressing every day, and has been, every day since it was received, discharging frequently to such an extent as to stain through dressing and bandage and clothing, and causing shrinkage of hip and at times much lameness and soreness of hip."

This was the first time that he had made any separate claim for this particular injury. He did not state under what act he claimed, or that the injury incapacitated him from manual labor or rendered him helpless to a degree requiring the aid and attendance of a third person. And as it came within no specific provision of the statutes for increasing his pension beyond $24 per month, which he was then receiving, the Commissioner could do nothing else than reject the claim. One of the two affidavits filed by him did indeed state that in the opinion of the affiant, a physician, he was incapable of performing manual labor. But that alone, under the latest act then in force relating to that disability, that of March 3, 1873, would not entitle him to more than $20 per month.

The act of March 3, 1883, chapter 91, gave to all persons then on the pension rolls who shall have *lost an arm at or above the elbow*, or a leg at or above the knee, or who shall have been otherwise so disabled as to *be incapacitated to perform manual labor*, but not so much so as to require regular aid and attendance, $30 per month.

On March 21, 1883, the complainant applied for a new certificate *under the new act*, under which he said he was advised he was entitled to $30 per month.

As he made no new declaration, it is to be taken for granted that the increase was asked for the loss of arm, for which he had already been advanced several times, and of which, therefore, no new proof was necessary.

On the 13th of March, 1884, which was sixteen years after the first act of Congress (June 6, 1866) providing for the condition *of helplessness, requiring aid and attendance* and that of *incapacity to perform manual labor*, the complainant, for the first time, applied for an increase on the ground that he *required aid in taking care of his hip wound.*

In a letter to Phil W. Coleman, medical examiner, he says he can show what "will entitle him to an additional $20, or possibly $42," which would make his pension $50 or $72, under the acts of 1874 and 1880. He admits that his proofs theretofore filed did not disclose his need of aid and attendance. He does not speak of his incapacity to perform manual labor, but he files affidavits of physicians apparently establishing that.

His letter was submitted to the Commissioner, and examination by the examining surgeons was made on the 21st of March. The medical referee expressed a doubt to the Commissioner (Dudley) whether the case came within the intent of the act of June 18, 1884. Nevertheless the Commissioner allowed a reissue of his certificate for $50 per month, from March 21, 1884.

This was a decision that complainant was entitled to $50 per month only, notwithstanding his claim that he might be entitled to $72, and this the complainant acquiesced in. But he protested against dating the allowance from March 21, 1884, only, claiming that it ought to be from June 18, 1874, the date of the act by which that rate was provided, or, at least, from 1881, when he claimed an increase as before mentioned.

The papers do not show any further declaration or formal claim for increase by complainant; but on the 6th of May, 1889, Commissioner Tanner reversed the ruling of Commissioner Dudley and directed a reissue, changing the *date of commencement of increase from March 21, 1884, to June 4, 1874*, and, further, that complainant be accorded the full benefit of any subsequent act of Congress that might cover his case.

The significance of this last direction I understand, from the argument of complainant's counsel, to be this: The act of *June 16, 1880*, gives to soldiers and sailors "*who are now receiving* a pension of *fifty* dollars" under the act of June 18, 1874, an increased pension of $72, in lieu of the other. Of course, this act could not literally apply to the complainant who did not receive the $50 pension before 1884, but Commissioner Tanner, having dated back the increase to $50 to 1874, decided that the pensioner should be held as constructively receiving it when the act of 1880 was passed; and he thereupon issued a new certificate for $72 per month from June 17, 1878, under the act of 1880.

This rate of pension the complainant was receiving when his pension was suspended, as set forth in his bill, by the present Commissioner.

It is impossible to do justice to this case without considering the legal merits of the complainant's claim to the rate of pension he is now receiving.

That rate is claimed under the provisions of the acts of June 18,1874, and June 16, 1880, which are silent on the subject of incapacity to perform manual labor, and provide exclusively for certain specified disabilities, such as loss of hands, feet, or eyes, and then, generally, for any injury resulting in total and permanent helplessness requiring the aid and attendance of a third person.

The complainant's contention is that, on a fair construction of all the acts, his incapacity to perform manual labor is the real test of his right to the highest rate. His case, as stated in the bill, is "that ever since he received his said wounds he has been and still is wholly incapacitated for the performance of manual labor, and that, *as far as the performance of manual labor is concerned*, his said wounds and injuries, from the day they were received, resulted in permanent, total helplessness, requiring the regular personal aid and attendance of another person."

It is not perceived what difference there is between helplessness, *as far as the performance of manual labor is concerned*, and simple incapacity to perform manual labor. They are one and the same thing. So that this incapacity is the real ground of the claim.

Upon an inspection of the several acts of Congress we find that before 1874 the highest rates established were by the act of March 3, 1873. That provided for several classes as follows:

1. For those so disabled as to be incapacitated for the performance of any manual labor, but not so much so as to require regular personal aid and attention, *twenty dollars* per month.

2. For those so totally and permanently disabled as to render them *utterly helpless*, or so nearly as to require personal aid and attendance of another person, *twenty-five dollars* per month.

This law clearly distinguishes between the mere incapacity to perform manual labor and the condition of helplessness, for it provides different rates of pension for the two conditions. And it is obvious that there is a difference between the two disabilities. By manual labor we understand the labor by which an artisan or ordinary laborer earns his subsistence. A man, in consequence of a stiffened joint or wounded muscle, or rheumatism, or other enfeebling disease, contracted in the military service, may be unable to perform manual labor and yet in other respects be perfectly self-helpful, need no aid or attendance, and be able to earn his own subsistence.

In the act of June 18, 1874, Congress made a large advance in the *rates*, but the act was more restricted as to the person to be benefited. Before that, persons who were not *utterly* helpless, but only so nearly so as to need the aid and attendance of a third person, were allowed $25 per month. In the new act this class of persons were not included, but while the *rate* was *doubled*, the relief was confined to persons who were *totally* and permanently helpless.

It appears from the Congressional Record that this was *de industria*, for the bill as reported was in the form of the act of 1873, and was amended in the particular named. And, to make it more emphatic, a proviso was added forbidding the increase of pension *unless the injuries have resulted in permanent, total helplessness, requiring the regular personal aid and attendance of a third person.*

By the act of 1880, again this rate, for the same class of persons then receiving the $50, was increased to $72 per month.

As the law stood after 1880, then, the allowance was—

1. For those incapacitated for the performance of manual labor, but not so much so as to require regular personal aid and attention, per month, $20.

2. For those so *nearly utterly helpless* as to require personal aid and attendance of another person, $25.

3. For those *totally* and *permanently helpless*, requiring the personal aid and attendance of another person, $72.

It will be observed that the allowance for total helplessness is more than three times that given for mere incapacity for manual labor, and nearly three times that given for a condition *near total helplessness*. It would seem, then, impossible to treat

the helplessness, intended to be provided for, as in any sense identical with the mere incapacity for manual labor.

There is no such case as the complainant describes his own to be, *i. e., permanent total helplessness as far as the performance of manual labor is concerned*, requiring the regular personal aid, etc., which is provided for in any statute.

The statutes under which he claims confined the rate of pension he is receiving, in the most mandatory language, to cases of unqualified *total* permanent helplessness. The statute which comes nearest to complainant's case, if it does not completely describe it, is the act of July 14, 1892, which gives $50 per month to those who are shown to be *totally incapacitated for performing manual labor*, and who are disabled to such a degree as to require frequent and periodical, though not regular and constant, personal aid and attendance of another person.

And now the question arises, what is meant by helplessness? If the language of the statutes is to be interpreted in its natural sense, and is not used merely figuratively or rhetorically, a helpless man is one who can not help or defend himself. (*See* Webster's Dictionary.) Of course, it has different degrees, but *total* helplessness is the highest degree, which can hardly be predicated of anyone but a paralytic. Some idea of the meaning of the act of 1874 may be gathered from the description of the specific injuries provided for in the same act. A man without eyes must see with the eyes of others. A man without hands must do any and all kinds of work with the hands of others. A man without feet must be moved about by others. But even these cases do not amount to total helplessness, the forms of which it is difficult or impossible to specify. A man totally helpless is one who can not help himself in any of the ordinary functions, duties, or occupations of life, especially one who is incapable of earning his subsistence. Such was the opinion of Assistant Secretary Reynolds addressed to the Commissioner of Pensions December 7, 1893, and such of Secretary Chandler (Digest of Pension Laws and Decisions, p. 202).

Furthermore, the condition of helplessness must be such as to require the regular personal aid and attendance of another person. Aid required in consequence of helplessness must be aid in those very respects in which the party is helpless, and where he is totally helpless it must be aid equally expansive. It seems to be assumed that mere attendance for medical treatment, such as the frequent dressing of the wound, meets the requirements of the statute. If this can be considered aid at all in the sense of the statute, it is certainly not the aid required by the totally helpless man, and no evidence appears to have been filed to show the complainant's need of any other aid.

It appears from the complainant's affidavit, filed in support of his claim, that he entered the law office of Mr. Sumner Howard, one of the affiants, in 1863, and continued there until January 1, 1865. In 1866 he was clerk of the circuit court of Genesee County. In 1870 he became a partner of Howard, and continued to practice law with him to 1876; and it now appears that since 1887 he has been a judge of the supreme court of Michigan, earning a good salary.

Taking the terms "totally helpless" in the ordinary sense, it is impossible to predicate them of the complainant either now or as of the year 1889 or as of 1884. In his application in 1884 he explains his failure to apply before for an increase of pension by saying, "I had understood, until quite lately, that the showing must be made that I could *not get around without assistance*. Of course I could not make such proof as that. As I now understand the act, if I can show that I *need assistance in dressing the wound and taking care of that*, then *my claim will be made out*."

The examining surgeons found him well nourished, assimilation good, pulse, respiration, and temperature normal, but say, "it is *convenient* for him to get aid and attendance to dress his wounds." And they found the disability to entitle him to a second-grade rating.

The medical referee expressed a doubt to the Commissioner (Dudley) whether the case came within the act of June 18, 1874.

Nevertheless the Commissioner ordered a new certificate to issue for the first grade, $50.

It seems to me so plain, on the complainant's own showing, that his case did not come within the act of 1874, that I think the action of the Commissioner was erroneous and improvident. It is hardly necessary to add that, in my judgment, that of Commissioner Tanner was still more so.

But the principal contention on the part of the complainant is, that Commissioner Tanner having, in the proper exercise of his official authority, decided the complainant to be within the acts of Congress of 1874 and 1880, and therefore entitled to a pension of $72 per month, his decision is final and conclusive, and can not be reviewed and reversed by his successor.

It becomes necessary to consider somewhat more particularly the nature of Commissioner Tanner's rulings.

As before mentioned, the complainant submitted his claim in 1884 for an increase of pension to $50 or $72.

The Commissioner allowed $50, and thus impliedly rejected the claim to $72. He could not have done otherwise if he adhered to the letter of the act of 1880, which raised to $72 only the pensions of those who were *then* receiving $50 per month. The most liberal construction of the law could not extend it beyond the letter farther than to those who were then applying for the $50 increase, and were afterward shown to be entitled to it, and certainly not to those who had never even applied for it. So held in Hopkins's case. (*See* Digest, etc., 253.)

But whether that be so or not, Commissioner Dudley had the clear right so to interpret the law.

In the case of United States *rel.* Dunlap *v.* Black (128 U. S., 41) it appeared that the relator had not, although fully entitled to the benefits of the act of 1874, made application to be rated accordingly until after the passage of the act of 1880. He then applied to the Commissioner (Black) for just such a certificate as the complainant received from Commissioner Tanner; i. e., one giving him $25 per month from June 6, 1866, $31.25 from June, 1872, $50 from June 4, 1874, and $72 per month, under the act of 1880, from June 17, 1878.

The Commissioner refused on the very ground that when the act of 1880 was passed Dunlap was not then receiving $50 per month under the act of 1874, although he would have been entitled, on account of his condition, if he had applied for it, but he had never applied to be rated higher than $36.

A mandamus was applied for to this court and refused; and the Supreme Court affirmed our action, saying: "Whether, if the law were properly before us for consideration, we should be of the same opinion or of a different opinion is of no consequence in the decision of this case. We have no appellate power over the Commissioner and no right to review his decision. That decision and his action taken thereon were made and done in the exercise of his official functions."

Another thing decided by Commissioner Dudley was that the new rating should commence from March 21, 1884, only, the date of the examining surgeon's certificate, instead of from 1874, the date of the act allowing the increase to $50, as claimed by Judge Long.

In the answer in the mandamus case, adopted in the present case and both under oath, it is said that this was ruled under section 4698½, Revised Statutes of the United States, which provides that "except in cases of permanent specific disability no increase of pension shall be allowed to commence prior to the date of the examining surgeons' certificate establishing the same, made under the pending claim for increase."

I understand a specific disability to be one specifically described, like the loss of a hand or foot, and not one described generally as an injury resulting in total helplessness. The Commissioner was, then, justified in holding this of the complainant's to be not a specific disability. At all events, he had the right so to determine in the exercise of his official judgment.

Now, this decision was reviewed and distinctly overruled on both these points by Commissioner Tanner. He says: "He (the claimant) claims that *by reason of error in the adjudication of his case* (i. e., by Dudley) he is entitled to said increase."

And thereupon the Commissioner directs that a reissue be made to change the date of the commencement of increase. And as a further consequence of this change the Commissioner treats him as if he had been receiving this increase at the date of the act of 1880, on the ground that he was then entitled to it, although he had not applied for it, and increased his pension to $72 per month.

This review of Commissioner Dudley was made without any additional evidence as to complainant's condition. The latter says, indeed, that Commissioner Tanner made a personal inspection of his wound. By the regulations of the office, as to proof, which have the effect of law, section 4696, Revised Statutes United States, the evidence to support a claim must either be of record or be verified by oath before a proper officer, and it must, as a rule, be medical testimony, as to the nature of a disability (pp. 124, 125, 129, Pamphlet Laws and Regulations), and no authority is given a Commissioner to decide *upon his inspection*. Nor does it appear, nor is it alleged, that the inspection disclosed anything in addition to the written testimony.

Now, if one Commissioner has no authority to review the action of his predecessor, then the action of Commissioner Tanner was *ultra vires*, and the present Commissioner has a right to treat it as a nullity. If, on the other hand, Commissioner Tanner's review and reversal of Commissioner Dudley's action was legal, the same right of review of his own proceedings resides in the present Commissioner.

Another important question presents itself. While it is true that every Commissioner has the *jurisdiction* to construe the law under which he acts, and determine upon evidence whether a given case falls within it, yet he can not read every plain and essential feature and condition out of the law or entertain a claim which, on its very face, does not comply with any one of its conditions.

Under the Revised Statutes, section 1714, a claim is to be presented by a sworn declaration, and under the regulations published in 1892, and presumed to be the same before that time, the same applies to claims for increase of pension.

The complainant made no declaration, as far as it appears, before Commissioner Tanner, and only an informal claim, in the form of a letter, before Commissioner Dudley.

The act of 1874, under which he claimed the increase to $50 per month, on account entirely of his gunshot wound, applies only to cases of *total* and *permanent helplessness*. The claimant *did not aver either fact*. He did not assert that his injuries had resulted in *total helplessness*, but confined himself to the allegation that he needed assistance in dressing his wound. And on the question of the permanency of his condition *he was entirely silent*. The examining surgeons were equally silent on both questions, and did not support his claim. The affidavits filed by him were equally silent on both points, so that he made neither the declaration nor even a show of the proofs necessary to bring him within the act of 1874. It seems to me, therefore, at least very doubtful whether either of the Commissioners, Dudley and Tanner, had any jurisdiction to entertain his application at all. It simply presented a case which no law authorized them to act upon, and Congress was the only authority to appeal to for relief. And this is an additional reason why the present Commissioner is at liberty to disregard their action in the premises.

And this leads me to consider how far one Commissioner of Pensions may review and reverse the decision of his predecessor on a pension claim, when made within his official authority, for mistake of law or fact.

The case of the United States *v.* Bank of the Metropolis (15 Pet., 377) is cited as authority for the general proposition that the right of a public officer to review his predecessor's decisions extends no further than to errors of calculation or in cases once rejected on newly discovered material evidence.

It was a suit against the bank, as a Government depository, to recover a balance shown by the Treasury books to be on hand. The bank set off certain drafts of Reeside, a contractor with the Post-Office Department, accepted by the Postmaster-General, Amos Kendall, "on condition that his (Reeside's) contracts be complied with," which had been discounted by the bank. Of course, if the acceptance had been absolute, the Department would have been absolutely bound. As it was, the Government was bound by its acceptance, if the condition was fulfilled. The bank showed from Reeside's account on the books of the Department that he had complied with his contract and earned enough to meet these acceptances. These entries amounted to an admission of that fact by the Department. It was attempted to meet this by showing that certain allowances made him by Postmaster-General Barry, in that account, had been deemed unlawful by his successor and recharged to him; in other words, that his successor had recalled the admission made by Postmaster-General Barry, but no attempt was made to show any good reason for it.

The court said: "There is no evidence in this cause to impeach the fairness and legality of the allowances credited by Mr. Barry; no proof that Reeside had incurred forfeiture or that advances had been made to him. Proof should have been given if it was intended to justify the recharges for the causes stated. No attempt was made to do so. The allowances, then, are credits to Reeside's account, which the defendant may use to prove his performance of the conditions of the acceptance."

So far there was no question about the powers of successive officers. It was only a question of proof as to Reeside's performance of his contract.

They then discuss the instructions asked for the United States, that it was the duty of the Postmaster-General to disallow credits for extra allowances which had been given by Mr. Barry, and they say: "*The successor of Mr. Barry had the same power, and no more, than his predecessor*, and the power of the former did not extend to the recall of credits and allowances made by Mr. Barry if he acted within the scope of official authority given by law to the head of a Department. *The right of an incumbent of reviewing a predecessor's decisions extends to mistakes in matters of fact arising from errors of calculation, and to cases of rejected claims in which material testimony is afterwards discovered and produced.*"

This is the passage which is supposed to hold by implication that, except in the cases mentioned, of errors of calculation or newly-discovered evidence, the head of a department has no right to review his predecessor's decisions. From what source it was derived I am at a loss to understand, as it is not found in any statute or any previous decision that I have been able to discover. But what follows shows that this holding was not intended. They further say: "But, if a credit has been given, or an allowance made, as these were, by the head of a department, and it is alleged to be an illegal allowance, the judicial tribunals of the country must be resorted to to construe the law under which the allowance was made, and to settle the right between the United States and the party to whom the credit is given. *It is no longer a case between one officer's judgment and that of his successor. A third party is interested, and he can not be deprived of a payment on a credit so given, but by the intervention of a court to pass upon the right.*"

It is difficult to understand this obscure passage, unless it means that a credit once given in an account can not be recalled by either the *head of the department*

who allowed it or his successor, for the latter is said to have the same power as his predecessor and no more.

In other words, they treat it as a stated account which must be set aside by legal proceedings, to surcharge and falsify, which was claimed by defendant's counsel.

The court also thought that an act of Congress of July 2, 1836, making it the duty of the Postmaster-General to bring suit to recover money improperly allowed to contractors, by implication excluded the Postmaster-General from finally deciding himself on the propriety of such allowances.

On a fair analysis of this case, I am satisfied that it can not avail as an authority for the general proposition for which it is cited. And, if it can in any sense be so used, it would only apply where the matter decided by one head of a department is a matter of *legal right* as against the Government, and, as will be shown further on, is inapplicable in a case like the present.

There is, undoubtedly, a class of cases in which the action of an executive officer is final and can not be reviewed, either by himself or his successor in office. They will be found to be, for the most part, cases in which a transaction is closed, money paid, or a title transferred, which can not be recalled.

Such was the state of facts shown in Marbury *v.* Madison. Chief Justice Marshall said: "It is therefore decidedly the opinion of the court that when a commission has been signed by the President *the appointment is made, and that the commission is complete when the* seal of the United States has been affixed by the Secretary of State. Mr. Marbury, then, since his commission was signed by the President and sealed by the Secretary of State, *was appointed;* and, as the law creating the office gave the officer a right to hold for five years, independent of the Executive, the appointment was not revocable, but vested in the officer legal rights, which are protected by the law of the land."

So, in the case of United States *v.* Schurz (102 U. S., 378), it appeared that a land patent had been regularly signed, sealed, countersigned, and recorded, and yet was withheld by the Secretary of the Interior. Upon a mandamus the court said: "Whenever this takes place the land has ceased to be the property of the Government; or, to speak in technical language, title has passed from the Government, and the power of these officers to deal with it has also passed away." In both cases the title was said to be one of record.

So in the case of Noble *v.* Union River Logging Railroad (147 U. S., 165), it appeared that an act of Congress of March 3, 1875 (18 Stat., 482), granted a right of way to railroads through the public lands upon their compliance with certain conditions, the principal one of which was that a map in each case, showing the termini of the road, its length, and its route through the public lands, should be approved by the Secretary of the Interior in writing, and ordered to be filed; that the defendant in error in this case had obtained the approval of its map and other papers by Secretary Vilas, and they were, in compliance with his order, duly filed. His successor, Secretary Noble, undertook to revoke this order; whereupon the railroad company obtained a final decree of injunction from this court, which, on appeal, was affirmed by the Supreme Court, holding that, by virtue of the act of Congress, upon the Secretary's approval, the railroad company became vested with a right of property in the land—a right of way—and that Secretary Noble's revocation of his predecessor's approval was an attempt to deprive it of its property. The approval of the map, etc., by the Secretary was deemed to have the same effect as a patent.

In all these cases the action of the executive officers is final, because a legal title is passed from the United States, and the subject-matter is no longer in the control of those officers.

There is no statute which excludes the right of an executive officer to review the action of his predecessor on any unsettled or inchoate matter not partaking of the character of those before mentioned; nor is there any decision of the Supreme Court or circuit courts of the United States establishing any such general and broad doctrine.

All that we have on the subject is the usage, or what may be called the common law, of the Executive Departments. And there is little authority to be found in relation to it except in the opinions of the Attorney-Generals and a few of the opinions of the Court of Claims.

On October 1, 1825, we find a letter from Attorney-General Wirt to the Secretary of the Navy in relation to claims of certain persons to commissions, in which he says: "The preliminary question is, how far the present Executive is authorized to review and unsettle the acts of his predecessors. * * * *Hence I have understood it to be a rule* of action prescribed *to itself by each administration to consider the acts of its predecessors conclusive as far as the Executive is concerned.*"

On the 21st of June, 1861, twenty years after the decision in United States *v.* Bank of the Metropolis, in an opinion addressed to the Secretary of the Interior in reference to an application to reopen a rejected application for a land patent, Attorney-General Bates said: "I know of no statute which prohibits the head of a Department from examining and allowing a claim which had been before rejected by his prede-

cessor, even where no new evidence is introduced; and, without a statutory prohibition, I presume he would have the power to do so. I do not think the decision of the head of a Department upon a claim before him has, upon the rights of a claimant, the final and irrevocable effect of the judgment of a court of justice."

Attorney-General Akerman, in an opinion to the Secretary of the Interior, March 7, 1871, thirty years after the decision in United States v. Bank of the Metropolis, says: "*It has not been settled how far the decisions of the head of a Department have the conclusive effect of a judicial decision.* But the better opinion is that such decision should not be disturbed except in extraordinary cases."

Mr. Wirt then gives the origin of the doctrine of *stare decisis* as applied to the rulings of the head of a Department. It is simply a rule *which each administration prescribed to itself*, without being constrained to do it by any statute or general principle of law, but simply as a matter of policy and convenience.

The only law on the subject is the usage of the Departments, which the courts will respect and not lightly disregard, as some of the cases say, and the actual usage is the extent to which the law can be asserted. Now, this common law of the Departments is not uniform or well defined.

The majority of cases to which the rule of *stare decisis* has been applied have been applications to one officer to consider rejected claims against the Government which have been acted upon by his predecessor. There the Attorney-Generals, with some, but not entire, unanimity (*see* Bate's opinion) have advised that the decisions ought to be considered *res adjudicata*.

Again, where by statute a claim or controversy is expressly referred to an officer for an award, his decision has been held final.

So, where a controversy between parties claiming adversely to each other the right to a land patent, an adjudication of the Land Office has been held final.

So, where land was granted by the United States by an act of Congress to a State and the limits of the grant were decided upon by one head of a Department and a review of that would have involved a great disturbance of interests resting upon that decision, it was held final.

This is about the extent to which I find that the opinions of the Attorneys-General go on this question, and the opinions of the Court of Claims go no further.

But, where money is payable out of the Treasury, I find nothing in these authorities which denies the right of any officer to correct an error of his predecessor made against the Government as long as the money is still within its control. Especially must this right exist where the money is not payable as a debt, but as a bounty, and where the error is in the ascertainment of the amount and the construction of the law authorizing its payment.

The utmost that could be claimed for the case of the United States v. Bank of the Metropolis would be that where a *legal claim* of an individual against the United States had been once decided, it could not be withheld.

But where the interpretation of the law relates to the spontaneous gift of the Government, there is no conceivable reason why any ruling of any officer should be considered unreversible.

An apt illustration is supplied by the case of a public officer, the rate of whose compensation is in question. He has no right, as against the United States, to be employed at any rate of compensation. One Secretary puts a certain construction upon the law as to his pay; a succeeding Secretary adopts a different construction, which reduces his pay for the future. Is there anything which prevents this kind of review of a predecessor's decision? These very questions arose in the case of United States v. Macdaniel (7 Pet., 1). The Supreme Court said, "*It will not be contended that one Secretary has not the same power as another to give a construction to an act which relates to the business of his department.* And no case could better illustrate the propriety and justice of the rule than the one now under consideration.

"The defendant having acted as agent for Navy disbursements for a great number of years, under different Secretaries, and having uniformly received 1 per cent on the sums paid as his compensation, he continues to discharge the duties and receive the compensation until a new head of the Department gives a different construction of the act of 1804, by which these duties are transferred to the commander of the navy-yard. By this new construction, whether right or wrong, no harm is done to the defendant provided he shall be paid for services rendered under the former construction of the same act." It was not suggested even that the first construction was a final determination that could not be reviewed by a succeeding Secretary.

The case of a pension would seem more analogous to this than other cases that have been alluded to.

When an applicant's name is placed on the pension rolls he does not thereby acquire a vested right to his pension as against the United States.

As the Supreme Court says in United States v. Teller (107 U. S., 64), "No pensioner has a vested legal right to his pension. Pensions are the bounties of the Government which Congress has the right to give, withhold, distribute, or recall at its discretion."

No title passes by the admission of an applicant to the pension roll, as in case of a patent to land, which can not be recalled. It is the duty of the officers of the Government to see that its bounty is not abused. It is the duty of the Commissioner, on a proper application, to decide what share of that bounty the law intends to bestow on the applicant. Whatever is paid to him under that decision is gone beyond recall. But, if a succeeding Commissioner should be satisfied that the pensioner was wrongfully rated, why should not he correct the error as to future payments? The pensioner has no contract rights to future payments; he has no vested right in an erroneous construction of the law. The Government can not bring a suit to set aside a mere erroneous decision of an ex-officer as it can to set aside a land patent. Its only remedy is in its own hands, and that is to stop the abuse, and the Commissioner for the time being is its organ to do that.

I am referred to a digest of pension laws and decisions made in 1885, in which, on page 453, several decisions of the Secretaries are referred to as holding that the Secretary of the Interior should review the decisions of his predecessors only to the extent of correcting errors in matters of calculation and considering new and important evidence, and generally that the decisions of one Secretary are binding on his successors.

It does not appear what the facts were in these cases, but I observe the very opinions of the Attorneys-General, which I have already referred to, are cited, which are inapplicable to a case like the present.

But on another page of the same book (page 399) I find the following, viz:

"Where an error of judgment has been made and a higher rate of pension allowed than that to which the claimant is entitled, the pension should be reduced to its proper rate upon discovery of the error, and again, rates of pension granted under the general law may be reduced or increased to conform to the degree of pensionable disability which may be found to exist upon medical examinations, which, at any time, may be ordered by the Commissioner of Pensions. * * * A vested right in and to the particular sum allowed and paid under a pension certificate does not exist."

A similar view was taken by the Court of Claims in the case of Harrison *v.* United States (20 C. Cls. R., 122), which was a suit to recover a pension which had once been allowed but discontinued because its allowance had been obtained through fraud. After referring to the statute the court says: "Aside from these statutes the power of revision, as the Government counsel have argued, may well be considered to be inherent in the nature of the first decision as well as in the necessities of the Bureau. The pension is a gratuity. It involves no claim of right, no agreement of parties, and as it is not assignable no acquired rights of third parties."

"The law describes a class of persons upon whom it chooses to bestow its bounty. The Secretary and the Commissioner are directed to find out and make a list of the persons thus described. The proceedings and evidence are largely *ex parte*. From the vast number of applicants the work must be performed and the roll made up for the most part by the clerks. If placing the name of an applicant upon the roll is to be considered a judicial act, should it not be considered only a judgment nisi?"

From the materials before me, the printed Digest of Decisions, opinions in special cases not in print, and the discussion of counsel, I infer that it has been the usage of the Department of the Interior not to apply the doctrine of *res adjudicata* to the rating of a pensioner. And in the absence of statutory provisions I should consider this usage the controlling authority on the subject. I think, however, that it has also the support of the statute law, as will be presently seen.

There was a case before the supreme court of this district, that of Hoeveler *v.* Tighe's application for the reissue of letters patent, in which it was held that where one Commissioner of Patents had decided in favor of an applicant for a patent, his successor could not review and reverse his decision. This was done entirely on the authority of the case of United States *v.* Bank of the Metropolis and the opinions of the Attorney-General and the decisions of the Court of Claims, which I have already referred to. But that case is distinguishable from the present. A patent does not transfer any property from the United States. It simply creates an exclusive privilege in one person to the exclusion of his fellow-citizens. If it is obtained by fraud, the United States, in the interest of the public, may institute a suit to cancel it. It is not conclusive evidence against other inventors. But a payment of a pension does pass away the money of the United States beyond recall, and if it is wrongfully claimed the remedy is only to reverse the ruling by which it is appropriated to the wrong party.

It has been claimed that since section 4739, Revised Statutes, confers an *express* authority to strike from the rolls the name of any pensioner when it appears by proof that it was there *through fraudulent representations*, therefore, according to the rule "*expressio unius*," etc., this excludes the authority to do it on any other ground. But when we look at the section we find that it was not intended to confer an authority, but to impose a duty. It says that the Secretary "*shall* cause to

be stricken from the pension roll," etc. This is not inconsistent, even by implication, with the *power* to do so in other cases.

On the other hand, we have an act which seems either to confer anew, or to recognize as already existing, the power to reexamine pensioners and reduce the pension.

The act of June 21, 1878, chapter 34, section 3, repeals sections 4771, 4772, and 4773 of the Revised Statutes, "*provided*, that the Commissioner of Pensions shall have the same power as heretofore to order special examinations whenever in his judgment the same may be necessary, *and to increase or reduce the pension according to right and justice.*"

It is admitted that an *express* power to reduce had been conferred before by statute. Hence, it is not unreasonable to construe this act as reserving to the Commissioner the same power he had before as to special examinations, and conferring, in addition thereto, the power to increase and reduce. But the result will be the same if we treat it as merely recognizing the power as one already existing, either by force of usage or as necessarily resulting from the power of making frequent examinations.

It has been contended, if I understand the argument, that under the repealed sections of the Revised Statutes the Commissioner only had the power of making special examinations in cases of varying disability, and not in such cases as the loss of a limb or *when a disability is certified by competent examining surgeons to have become permanent in a degree equal to the whole rate of pension;* and that the power referred to in the act of 1879, and by that act continued in the Commissioner, is to be confined to such cases.

Whether this is a correct view or not is not material in this case, because the complainant's injury, for which he was allowed the $50 rate, as we have seen, never was certified to be permanent by any surgeon, and therefore he remained within the class whose pensions may be *increased or reduced according to right and justice.*

Finally, we have the act of December 21, 1893, enacting that a pension shall be deemed and held to be a vested right *to that extent* that the payment thereof shall not be withheld or suspended until, after due notice to the grantee of not less than thirty days, the Commissioner of Pensions, after hearing all the evidence, shall *annul, vacate, modify, or set aside the decision upon which such pension was granted.*

This is a distinct recognition of the power of reviewing a previous decision. It is not a power of reducing or increasing *according to a changed condition of facts, but of annulling, vacating, and setting aside the original decision,* which is only done for error or else for fraud in obtaining it. It is sufficient for the purpose of this inquiry that the power of review is recognized. The construction of the act, as to the grounds of his proceeding and the evidence to be considered, is for the Commissioner.

One further consideration on the question of the Commissioner's power to review.

It is admitted in all the authorities relied on by the complainant that the right of review exists where new and material facts are brought to the attention of the Commissioner. That ground seems to be supplied in the present case. It appears that the complainant is a judge of the supreme court of Michigan. It does not appear from the papers that the fact was known to Commissioner Tanner, and it did not exist at the time of the rerating by Commissioner Dudley. But it has come to the knowledge of the present Commissioner, and it is admitted by the complainant, but he insists that it is immaterial. So, indeed, it would be on the mere question of capacity to perform manual labor; but on the issue of *total helplessness* it is very material, and in my judgment would itself justify a new examination by the Commissioner.

In my judgment, then, the present Commissioner has the authority to review the rulings of his predecessor as to the proper rating of the complainant as a pensioner.

The question whether this court can interfere with him is disposed of in the case of United States *ex rel.* Dunlap *v.* Black (128 U. S. R., 40), before referred to. In that case the interference was sought by mandamus. The court says, after citing causes: "The principle of law deducible from these two cases is not difficult to enounce. The court will not interfere by mandamus with the executive officers of the Government in the exercise of their ordinary official duties, even where those duties require an interpretation of the law, the court having no appellate power for that purpose. * * * The Commissioner of Pensions did not refuse to act or decide. He did act and decide. He adopted an interpretation of the law adverse to the relator. We have no appellate power over the Commissioner and no right to review his decisions." These views were reaffirmed in United States *ex rel.* Miller *v.* Raum (135 U. S. R., 200).

It is hardly necessary to say that, if we have no power to compel the Commissioner to adhere to a given construction of the law, we have no power to enjoin him from adopting a different one.

Some reliance has been placed upon the proceedings in mandamus as amounting to a *res judicata.* It is not the opinion of a court which has this effect, but the final

judgment announced by it. There was a rule to show cause why a mandaums should not issue, but pending the hearing upon it the occasion for such a remedy was removed and judgment was only rendered for costs, but no mandamus was issued; consequently no judgment for the relief prayed for was rendered, which alone could have constituted a *res judicata*. There was, it is true, an opinion pronounced by Justice Bradley on the original application which was thus superseded. While I have the highest respect for the opinion of my associate, I think the merits of the case have been more fully presented in the present proceeding than in the former, and I judge from Judge Bradley's opinion that some of its important features were not brought to his attention, which have partly influenced me in reaching a different conclusion from his.

The conclusion is that the Commissioner can not be enjoined, as prayed in the bill, from in any way reducing or attempting to reduce, or from modifying or disturbing, the pension of the complainant, or his right to the regular and prompt payment of the same under his pension certificate of August 18, 1889.

But the act of December 21, 1893, declares that a pension shall be deemed and held to be a vested right, to the extent that payment thereof shall not be withheld or suspended until, *after due notice to the grantee of not less than thirty days*, the Commissioner of Pensions, after hearing all the evidence, shall decide to annull, etc. The language as to "a vested right" has no significance. The whole act amounts to nothing but a prohibition to suspend or withhold the pension without giving at least thirty days' notice of a hearing, followed by a decision upon all the evidence.

It is admitted that such notice was not given in the present case. The law is mandatory in this respect, but leaves nothing to discretion. Hence, if the complainant insists upon it, he is entitled to an injunction against further proceedings by the Commissioner under the notice that was actually served, although not to the relief which he asks, based upon the merits of his claim to his existing pension.

WALTER S. COX, *J.*

REPORT OF LAW CLERK.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., July 10, 1894.

SIR: It affords me pleasure to submit herein a report of the work of the law division during the fiscal year ending June 30, 1894. During this period the appeal section received:

Cases from Secretary for further action and report	410
Motions for reconsideration of former decisions	124
Appeals	2,524
Total	3,058

The work of this section will appear from the following figures, showing the reduction made in the accumulations of former years:

Claims examined and referred for further action to other divisions of this Bureau	2,374
Cases to Secretary on motion for reconsideration	215
Appeals referred to Secretary for dismissal	481
Reports to Secretary on pending appeals	6,832
Cases referred to Secretary with evidence to reopen, filed after rejection on appeal	49
Total	9,951

As a result, there are now pending, awaiting reports on appeal, only 154 cases, which shows that the section is practically up to date, for the first time in many years. And that the Bureau is faithfully following the decisions of the Department expounding the law is apparent from the fact that the action of the Office was affirmed by the Secretary in 2,365 cases, modified in 27 cases, and reversed in 241 cases.

Early in March of this year the furnishing of abstracts of evidence and status of claims, and the record and care of special examination reports and cases lent to the Second Auditor, Fourth Auditor, and Second Comptroller, for use in the adjudica-

tion of claims by them, was assigned to this section. Of these abstracts 1,088 have been prepared. Heretofore this work, scattered throughout the adjudicating divisions, had been performed without uniform system. It has been brought up to date, and the methods employed have resulted in no little saving of time and labor to the office. This work is of great value to the several officers named, as it aids in the expediting of meritorious claims and in the detection of fraud.

During the fiscal year now under consideration the criminal section has performed much labor, as shown in the following figures:

Cases received		19,617
Cases referred for special examination	6,633	
Cases submitted for criminal prosecution	301	
Cases referred to admitted files or to other divisions	12,124	
Cases on hand	559	
Total		19,617

During this period the sum of $24,907.20 has been refunded to the United States. Of this amount the sum of $3,955.33 was recovered in civil suits instituted through the instrumentality of the law division, acting through this section. During the fiscal year there have been:

Recommendations for prosecution	309
Arrests of persons accused	198
Indictments found	464
Convictions had	194
Sentences imposed	120
Acquittals	60
Cases dismissed on nol. pros	5

It is needless for me to make any extended reference to the character of the work performed by this section. To the United States and to the pensioner alike it is of the highest value. The former are enabled to prosecute all infringements of penal statutes and to recover moneys erroneously or illegally paid to pensioners and others; the latter is protected from dishonest attorneys, spurious claimants, and all other unprincipled scoundrels who seek to defraud the unsuspecting or the ignorant. Although the law division has never contained over 70 members, it has lost by transfer 43 persons, or considerably over one-half of its personnel. Of these, 25 have been assigned to duty in the field. As a result the section chief has constantly had to instruct new men, and much valuable time and efficient service has been lost to the United States on both the part of the section chief and his subordinates.

The fee section has labored under similar disadvantages, resulting from the same cause. But it has been able to do much and valuable work, notwithstanding the difficulties arising from a frequent change of force. The following table will exhibit its labors, exhaustively itemized:

Items.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total, 1894.	Total, 1893.	Increase.
Letters written	4,103	3,742	3,865	3,526	15,236	14,292	944
Letters received	1,171	1,438	1,686	1,908	6,203	No record.	.....
Cases received	2,755	2,642	2,937	3,141	11,475	No record.	.....
Cases to other divisions	1,066	1,041	1,427	1,387	4,921	No record.	.....
Cases disposed of	3,023	2,625	2,944	3,073	11,665	10,156	1,509
Cases in section June 30, 1894	.....	.....	.....	.....	386	783	.....
Illegal fees recovered	.....	.....	.....	.....	$6,097.10	$5,540.80	$556.30

Report on appeals transmitted to the Secretary		549
Decisions of the Secretary:		
Affirming actions of the Commissioner	346	
Reversing actions of the Commissioner	16	
Modifying actions of the Commissioner	5	
Affirming former actions of the Department	32	
Reversing former actions of the Department	6	
Attorneyships established and appeals dismissed	109	
Appeals not acted upon June 30, 1894	35	
Total		549

The miscellaneous section has likewise not been idle, as is shown by the following figures:

Attorneyship verified in claims, including all classes of claims	76,743
Certificates of qualifications and oaths received from applicants for attorship and forwarded to the honorable Secretary of the Interior for his consideration	133
Names enrolled on roster of new attorneys empowered by the Secretary of the Interior to prosecute claims before this Bureau	607
Transfers of attorneyship	46
Disbarments of attorneys	50
Suspensions of attorneys	19
Prohibitions of attorneys from practice before this Bureau under section 5498, Revised Statutes United States	36
Restoration of attorneys to practice before this Bureau	9
Changes of addresses of attorneys reported	159
Papers forwarded to other divisions	12,165
Calls answered from the different divisions asking the status of magistrates	31,725
Certificates as to the official character of magistrates received, jacketed, and recorded	6,836
Imperfect certificates as to the official character of magistrates returned for correction	798
Circular letters mailed	10,944
Letters written	5,395
Special examiners' reports reviewed	331
Cases examined and referred to the special examination division	295
Cases examined and referred to other divisions	9,393
Cases reported to Congress (since October 21, 1893)	387
Letters and cases received and distributed (since November 4, 1893)	37,660

In addition to the above, the following work has been performed in this section: The mimeographing and distribution of all orders and notices promulgated by the Commissioner; the keeping of the general docket of cases referred in and out of the division; the records of the efficiency and attendance of the clerks in the division, and the preparation of copies of papers for use as evidence.

Some idea of the toil of the division may be gathered from the fact that during my incumbency as law clerk opinions have been rendered by the assistant chiefs of the division or by myself upon 100 subjects, ranging from the powers and duties of justices of the peace to the interpretation of treaties between the United States and foreign powers; while the routine work footed up the enormous total of 56,714 pages.

I shall be glad to have you suggest to the chiefs of the various adjudicating divisions that, except in cases made special, thay see to it that examiners forward slips asking for the status of magistrates, instead of coming in person to obtain this information. Such slips are always returned the next day, except where Sunday intervenes, and their use will prevent the waste of much time, both on the part of the examiners of those divisions and the clerks in the law division.

I would respectfully recommend that the act of Congress approved July 26, 1892, relative to the execution of papers in pension claims, should be amended so as to provide that all officers, except clerks and other officers of courts of record, shall file certificates of their official character in this Bureau. At present, where an officer is required by the laws of his State to use a seal, such a certificate is not required. In many States the seal of a justice of the peace or notary public is merely a stamp, without even the name of the officer inscribed upon it. In still fewer is the term of office indicated. The seal is not public property, and therefore not surrendered at the expiration of the term of office. There is absolutely no check upon these officers, and, in view of the constant exposure of fraud practiced by certain among them, I believe that more sanctity is given to the seal of a justice of the peace or notary public than the circumstances warrant.

Congress should be asked either to repeal the act of July 4, 1884 (23 Stat., 98), regulating the fees of attorneys in claims for pension, or to extend its terms so that they will include cases in which presents are made by the pensioners to such attorneys. The amount so paid or the property so delivered is, in most instances, merely a fee or its equivalent, and the statute is evaded. The difficulty of proving the evasion is almost insuperable; and the charges to juries, delivered by various courts, have added to the burden of proof on the part of the United States. As a result, many of the most unscrupulous attorneys have escaped the punishment which it was the intent of Congress to provide.

I have never approved of the statute in question. It is in derogation of freedom of contract, and it makes penal that which in its absence would be legitimate. But the act has been declared constitutional, and the legislative intent is manifest.

Consequently, steps should be taken to prevent evasions, which, by their success, bring the laws into contempt. A single additional clause prohibiting the giving and the taking of gifts or presents as between attorney and client in claims for pension would be sufficient.

For the same reason all advances of money to a claimant by the agent or attorney in his case should be prohibited by law. If the applicant needs funds let him be required to obtain them elsewhere. Artful attorneys frequently elude the law governing fees by collecting from the claimant amounts which are set forth in accounts as reimbursement of funds advanced, though, as a matter of fact, there have been no such advances, and the items are fictitious and intended to cover an illegal fee. The attorney is in most instances shrewd and intelligent, thoroughly versed in the statutes, and with sufficient accomplices to enable him to present to this Bureau an account which is regular on its face; while the client is often poor, ignorant, and friendless, an easy prey to fears aroused by skillful threats or persuasions. The difficulties which confront this office in seeking to show the fraudulent nature of the accounts are almost insuperable. Hence, but too often the Department is constrained to allow an attorney to continue to practice before it who, had he just deserts, would be serving the United States as an inmate of the penitentiary. If, on the other hand, all advances are made illegal by law the difficulty is solved.

In many instances the United States have been defrauded in claims in which the evidence has been prepared or authenticated by disbarred attorneys acting as notaries public, justices of the peace, or other authenticating officers. The interposition of the State authorities has been sought, but it has not been efficacious. Millions of public money are involved. It is not too much, therefore, to require that the proof should be made before persons of unblemished reputation, rather than before men who, by reason of their illegal practices, have shown themselves to be unworthy of credit. I have been able to find no law vesting power in the Commissioner of Pensions or in the Secretary of the Interior to decline to receive such evidence. Hence, recourse must be had to Congress, who should be asked to enact suitable legislation, attaching a penalty to such acts and clothing the Secretary or the Commissioner with authority to refuse to accept proof authenticated by such persons.

Many of these disbarred attorneys hold themselves out to the public as authorized to practice in claims for pension, and busy themselves in the preparation of cases, which they complete under cover of the name of some other person, whom they pay for the privilege. Congress should be requested to enact penal legislation of sufficient severity to deter these wrongdoers from a continuance of this course, and thus to protect the public funds and, incidentally, to strengthen the hands of this Department by rendering its disciplinary proceedings the more efficacious.

The clerks or other employés in the offices of attorneys in claims for pension should be prohibited by law from acting as attesting or authenticating witnesses or authenticating officers in the execution of declarations, evidence, or vouchers. In many cases which have been brought to the attention of this office the grossest irregularities have been perpetrated in this manner. Large quantities of papers have been signed in blank by the notary public or other authenticating officer, who has been at the same time an employé of the attorney in whose behalf the fraud has been perpetrated. In numerous instances such employés have acted as attesting or authenticating witnesses in cases in which they were not, as a matter of fact, acquainted with the facts which they purported to authenticate. And power should be vested in the Commissioner of Pensions to require each attorney practicing before him to report the names of all clerks or other persons employed by him, and all changes in such force, together with the signature of each person so employed, in order that the Commissioner might be in a position rendering him the better able to carry out the proposed law.

Grave abuses have likewise arisen from the practice of allowing pensioners to leave their pension certificates in the hands of attorneys practicing before this Bureau. Congress should be asked to provide suitable legislation, which by the infliction of appropriate penalties may break up the practice. The holding of such certificate by such an attorney should constitute a penal offense. In no other way can be curbed the extortion practiced at the expense of the recipients of the public bounty in the shape of merciless discounts demanded by attorneys for cashing pension checks. The possession of the pension certificate prevents the pensioner from executing his voucher elsewhere, while the threats and intimidations of the attorney do the rest.

The common law presumption of death has, under various decisions of the Department, been applied to cases in which supposed widows or others are applicants. As the title of such applicants is derivative and subordinate to that of the soldier, the United States are not protected as against the claim of the latter should he reappear. Hence the danger of making two payments for the same period ever confronts the United States in these cases. The attention of Congress should be directed to this

subject, therefore, in order that a law may be passed providing that payments made under these circumstances be deducted from the soldier's pension, in the event he reappears and obtains an allowance of his claim.

Certain State soldier's homes have been requiring inmates who are pensioners to deliver their pensions to the homes. I can find no warrant of law for this proceeding. Congress has prohibited the transfer of pension. This shows the legislative intent. It is true that the National Home for Disabled Volunteer Soldiers is, under certain contingencies, allowed to receive pensions of inmates. But I can find no provision making a similar exception in favor of State institutions. Moreover, these receive compensation from the Federal Treasury for each inmate who served in defense of the Union. Many of these men have helpless and dependent families. I would suggest, therefore, that suitable penalties be provided by law to prevent State homes from receiving this fund, and provide that while the pensioner is an inmate payment may be made to the wife and minor children of such inmate.

The scope of section 5421 of the Revised Statutes of the United States should be broadened so as to include not only the false making of true instruments of evidence, but also the true making of false instruments of evidence. It has been recently held on demurrer that this section is a forgery and not a perjury statute, and that it punished the first and not the last act named above. As a result this Bureau is powerless to prevent grave abuses on the part of authenticating officers. In the case in which the point was raised, there had been numbers of vouchers for pension authenticated by a commissioner of deeds, who did not administer the oath to any person as to the truthfulness of the statements of such person, although in each instance his certificate states that he did administer the oath. The certificate was truly made, but it was false in its allegations. This Bureau, acting through the Department of Justice, was foiled on the prosecution because of the ruling of the court, made with the support of numerous citations. The danger to the Federal Treasury arising out of the impotency of the law is apparent.

Recently it became advisable in the course of business that this Bureau should have for its guidance a copy of a decision rendered by the Supreme Court of the United States, in which was affirmed, so the newspapers stated, the power of the Interstate Commerce Commission to compel the giving of testimony by recalcitrant persons. The value of the decision to this Bureau was, that it collaterally supported the exercise of similar powers by special examiners, acting under the statutes, vesting in them authority to act, and with the assistance of the proper legal tribunals. That no unnecessary inconvenience to the court or its officers might arise, I sent a stenographer, with instructions to take down the decision from the records, which are supposed to be public. He was not allowed to copy the decision, and was informed that the office would be furnished with the text of the same upon the payment of $5. Regarding this as an imposition I took no further steps in the matter. I have not examined the law to see if any statute has conferred the right upon any person connected with the court to compel an executive department of the United States to pay for a copy of an opinion, needed for the public service, and to refuse to permit an officer of that department to make a copy for such purpose. But if there be such a law Congress can not be asked too soon to act and provide by statute that copies be furnished by that court free of charge when they are needed by the United States.

Attention is again invited to the recommendations in my last report relating to the inadequacy of the salaries of the division; an appropriation for a library fund; the submission of disputed law points; the settlement of contests between attorneys in pending claims before certificate issues; the disposition of questions of citizenship; the appointment of special service agents; the difference between the action on informal declarations under the act of June 27, 1890, and those under the general laws where a formal application has subsequently been filed; the proposed broadening of section 4718 of the Revised Statutes of the United States; the payment of pensions of improvident or dissolute pensioners to their wives or to a guardian for their minor children; the printing of the precedents compiled by Mr. W. T. Pierson; and an increase in the salary of Mr. James O'Connor Roberts from $1,800 to $2,000 per annum. Added experience has strengthened my belief in their necessity; but as I have fully set forth my reasons in the previous report I shall not repeat them here.

Owing to the lack of a library fund, I have been unable to get the books which are required for the use of the division. It is necessary to consult the laws of the various States daily; but they are not all in hand. Several months ago I caused letters to be written to the various governors, setting forth the lack of a fund, and asking for copies of the laws, if they could be furnished without charge. In some instances the Office was advised that the State statutes made no provision for this. Hence, in those cases, the request was not honored with compliance. But many of the governors aided the Bureau, and, as a result, over 100 volumes of laws were added to the library. The position is not gratifying, however. While the State officials

who interested themselves in our behalf are worthy of all commendation, it is humiliating to have to place the United States in the category of those asking for something for nothing, when they are amply able to pay for what they receive. In addition to these volumes, 60 others have been procured. Some of these were purchased out of the general fund of the Department, and some of them were obtained by my own efforts. But while the library has been thus improved, it is still far short of the needs of the division. Will you not endeavor, therefore, to have an appropriation for this purpose made by Congress?

Your attention is also called to the many requests made on the Bureau for certified copies of evidence filed in claims for pension. At present no charge can be made for such work. It requires much time and labor to prepare these copies, and in many instances applicants express a willingness to pay for same. Some arrangement should be made whereby a moderate charge could be made, so as to reimburse the United States.

A number of useless dockets have been discontinued, and a general docket opened for the entire division. Much time has been saved by this, and the practice has been systematized. In connection with this docket I have established general files for the division.

I propose in the near future to establish a similar card system for the roster of attorneys, though in this instance books will be kept likewise. There is an absolute exactitude about the card system which can never be attained by the books, as a perfect alphabetic sequence can always be preserved; but the cards will be kept by States, with alphabetical subdivisions, while the books will be an alphabetic check, kept without regard to States.

And in this connection, permit me to thank you for the recommendation contained in your last report, that my compensation and that of the assistant chiefs of the law division should be increased by Congress. The fact that this was done by you without solicitation of any kind by me rendered it doubly kind, and I desire in the most public manner possible to express my profound appreciation of that which, after all, is but one more of the many thoughtful acts of consideration for which I am under obligations to you.

Very respectfully,

FRANK E. ANDERSON,
Law Clerk.

Hon. COMMISSIONER OF PENSIONS,
Washington, D. C.

REPORT OF CHIEF OF SPECIAL EXAMINATION DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., August 13, 1894.

SIR: In conformity with your instructions, I have the honor herewith to submit the following report relative to the work accomplished and the operations in general of the special examination division, during the fiscal year ending June 30, 1894:

The organization of the division has been continued on practically the same basis as during the preceding fiscal year. The special examination service of this Bureau is believed to be the largest special service under the Government, and it may be said that the results accomplished thereby represent the best investment of the public money.

In this connection it may be proper to summarize the history of this branch of the public service and refer to its functions. The special examination service, as at present constituted, is the evolution of the old *ex-parte* system, which formerly obtained in the Bureau, of investigating adjudicated claims, as well as those pending, and dates from the year 1881. The service is not merely an adjunct of the Bureau, but it is a necessity, growing in importance each year. Without it, thousands of worthy claims would be rejected or remain uncompleted because of the inability of claimants to furnish evidence required to establish their claims. As time recedes from the period to which these claims relate, the difficulties with which claimants are confronted, in securing evidence to establish their claims, multiply, and it is here that the special examination service is found to be not only essential to the protection of the Government, but equally necessary to the establishment of the rights of those who are entitled to the bounty of our liberal pension system.

Under the old *ex parte* system some injustice was liable to result to worthy claimants before the Bureau, but the special examination service, under its present organization, is a guaranty to every claimant that his case before the Bureau shall not fail, if it be based on merit. To illustrate: In every instance where a claim is referred

to this division the special examiner to whom said claim may be referred, acting under his instructions, notifies the claimant that on a certain day his claim will be taken up and inquired into. Before proceeding to take testimony a sworn statement is taken from the claimant, in which he is required to give a full history of his claim and names of parties who may be competent and able to corroborate his allegations. He is accorded the privilege of being present at the examination of all witnesses, in person, or by his attorney, and after all testimony has been secured he is called upon again by the special examiner, and the testimony so secured is carefully read to him, after which a final statement is taken, in which he is asked whether he is satisfied with the special examination so had, and if not, he is permitted to set forth his grounds of complaint, which are properly considered by the Bureau before the ultimate disposition of his claim. Thus, injustice to the claimant is, practically, an impossibility, and each particular claim must, therefore, be adjudicated upon its merits.

The foregoing statement comprehends what is known as the merit work referred to this division, which comprises the bulk of the work imposed upon the service. As exemplifying the value of the special examination service to all worthy claimants in their endeavors to establish their claims, it is only necessary to refer to a few of the difficulties which claimants encounter in their unaided efforts to furnish the testimony required to establish their claims, as follows:

In many instances their comrades have scattered since the war, and their whereabouts are unknown. In other cases, through poverty, the claimant is unable to put forth the proper efforts to secure the testimony necessary to the completion of his claim; and again it frequently occurs, that by reason of the unfamiliarity of claimants with business methods, they become confused in their ideas as to the proper course to be pursued. All these difficulties are overcome by the resources at the command of the special examination service, and in but few instances, where a claim is based upon merit, will it be rejected or indefinitely postponed, after it has had the benefit of a special examination.

It has been the history of the Bureau that, in the great multiplicity of claims presented, there has crept in a certain percentage of unworthy cases, some of which involve active fraud, and for the prevention of which statutes have from time to time been enacted. The special examination service is the only means at the command of the Government to prevent the foisting of such unworthy claims upon its bounty and to correct frauds which may be found to exist. Therefore, in addition to the merit work, as above set forth, the special examination service is employed to correct all evils of a fraudulent character that may be attempted or already accomplished. Great care, however, is exercised in this branch of its work, to the end that no possible injustice be done; and in this connection it should be remembered that the interests of every worthy claimant are fundamentally involved in the detection and exposure of every fraud that may be practiced or attempted against the Government in the guise of seeking its bounty under the laws relating to pensions. It is proper to state, with reference to this branch of the work of the special examination service, that it has been demonstrated by experience that a vast majority of the frauds perpetrated against the Government, of the class referred to, has been the outgrowth of the dishonest practices of unscrupulous attorneys. In addition to its other duties, the special examination service is charged with the task of exposing the fraudulent methods, wherever they may be found to exist, of attorneys practicing before the Bureau. In the prosecution of its duties in this particular, many illegal fees which the attorneys have charged their clients have been recovered, and considerable fraud, which has been practiced against claimants by such attorneys, has been detected and corrected.

From the foregoing statement it will be seen that the duties of a special examiner are of a delicate character, requiring tact, ability, and judgment. In passing, it may be said that, under the present administration of the Bureau, its special examiners have in the main been found responsive to the demands made upon them by virtue of their position.

Since the beginning of this administration many frauds and irregularities of a startling character, on the part of attorneys practicing before the Bureau, have been developed, and as a result it was not only expedient, but necessary, to organize several commissions composed of skillful examiners to secure testimony necessary to the indictment and conviction of the offenders. On account of the prominence and influence, in some instances, of the attorneys and others engaged in these fraudulent practices, difficulties have been encountered which have temporarily operated as an obstruction to the policy of the Bureau in securing the conviction of those culpably liable. Notwithstanding the perplexities and annoyances which have beset the special examiners engaged in this work, the results accomplished are satisfactory, and the present condition of the work, herein referred to, gives promise of results still more encouraging. On account of the peculiar character of the work of these commissions and the incomplete results thereof, it is impracticable to submit

a tabular statement showing in detail the work which has been concluded and in progress by said commissions. In order that you may have an intelligent understanding of the general character of the work upon which these commissions have been and are still engaged, the following statement is submitted:

These commissions are six in number, and are technically known as follows: The New Mexico commission, the Van Leuven commission, the Indian commission, the Hansee commission, the New Orleans commission, and the Buffalo commission. To these commissions have been referred thousands of cases in which actual fraud, and irregularities bordering upon fraud, have been resorted to by attorneys and those under their influence. The irregular practices relate more particularly to the execution of the declarations upon which claims are based, and the informalities as to the execution of the affidavits filed in support of said claims. The frauds are various in character, and in some instances the ingenuity displayed in the perpetration of the same is simply astounding. For want of space, these matters can not be presented in detail, showing the work of each particular commission, but, combining the whole, the following few examples of the frauds committed are given, in order to more clearly show the nature of the work upon which said commissions, as a whole, have been and are still employed. Many actual forgeries have been discovered; cases where more than one pension has been obtained relating to different services; cases in which the attorney has procured pension for parties who personated the real claimant; cases in which the attorney has forged the name of the pensioner; cases in which the attorney has procured another person to continue the drawing of a pension after the death of the pensioner; cases founded in fraud pure and simple, where the original declaration contains not a scintilla of truth, and the affidavits filed in support of false and fraudulent claims were likewise false and fraudulent; hundreds of cases where the affidavits so filed were false in fact, and hundreds of others where they were false in execution and in fact; cases where claims have been filed on behalf of soldiers who, upon being interviewed, have declared, under oath, that they never filed a claim for pension, or authorized one to be filed in their behalf; many cases where widows have been induced to apply for a pension under the act of June 27, 1890, when, in fact, they were clearly not entitled under the law, because of their ownership of property more than sufficient for their comfortable maintenance.

In these cases the one idea of the attorneys of the class referred to seems to be to secure a fee and, accordingly, they adopt all kinds of unscrupulous methods to accomplish their purpose. A common practice to which they resort is to have witnesses sign affidavits in blank, after which they fill up said affidavits in such manner and with such matter as will best suit the object in view, and this with a supreme disregard for truth. Thus, witnesses, and even claimants themselves, when confronted with such affidavits repudiate the same and indignantly declare that they never intended to make such statements and that they never authorized such statements to be made for them. Already a fair proportion of indictments and convictions has been secured, and as the work of these commissions progresses the number of indictments and convictions will increase in proportion. Many thousands of dollars have been saved to the Government through the work of said commissions, and their continuance is respectfully recommended until such time as they shall have arrived at a conclusion of their efforts.

It is deemed proper to consider, briefly, the manner in which the functions of the special examination division are called into requisition, with reference to the claims which are submitted to said division for examination on merits. After the several adjudicating divisions of the Bureau have exhausted all means at their command to secure the testimony necessary to the proper adjudication of a claim, and it is still found that the evidence is not sufficient upon which to warrant either its admission or rejection, it is briefed for special examination and referred to this division, through the board of review, over the signature of the chief of said board of review. These cases may be generally classified as those which, upon the whole, appear to be meritorious and yet fall short of the requirements necessary to the adjudication of the claim. In thousands of instances it would be an injustice to reject these claims, and it would be almost equally a matter of injustice to hold them in the files of the several adjudicating divisions awaiting the testimony necessary to the completion of the same, when it had been already shown by the correspondence in the case that such evidence could not be furnished by the claimant himself, through his unaided efforts. These cases are sent to the special examination division, and, as stated in the beginning of this report, with the means at the command of the service, the defects in question can almost invariably be supplied, and the case in each instance put in such shape as to enable the Bureau to intelligently and equitably adjudicate the same.

It will thus be seen that the bulk of the work imposed upon the special examination division originates from the very character of the claims themselves, and that said division is in no wise responsible for the number of cases presented to it for exam-

ination. At the close of the fiscal year 1894 there were 20,663 cases before the special examination division. Upon a careful estimate it has been found that the average cost of the special examination of a case is about $30. Thus it will be seen that even though no more work were received by this division, it would take an appropriation of $619,890 to dispose of the work already on hand. The appropriation made by Congress for this branch of the service for the fiscal year 1895 is only $250,000; hence it will readily be seen that upon a basis of an annual appropriation of only $250,000, it would take nearly two and one-half years to finish up the work already in the division. This does not take into account the thousands of cases yet to be received. It is only proper in this connection to submit that a delay of two years and one-half is of serious moment to the claimants who are anxiously awaiting the adjudication of their claims, particularly since in many instances their cases have already been pending before the Bureau a considerable time. Many of these claimants would not live long enough to enjoy the benefit to be derived from the adjudication of their cases, provided the same were delayed in the manner which would become necessary upon the basis of an appropriation so limited. It is, therefore, earnestly hoped that Congress, appreciating the importance of this branch of the public service, may see its way to make such appropriations in the future as will be adequate to the demands of the service.

As germane to this subject your attention is respectfully invited to the following tabular statement:

Tabular statement showing the amounts appropriated for the "Investigation of pension cases, Pension Office, from 1882 to 1894, inclusive."

Year.	Detailed clerks.	Special examiners.	Deficiency.	Total appropriation
1882	$125,000			$125,000.00
1883	300,000			300,000.00
1884	200,000		$43,185.73	243,185.73
1885	360,000	$220,000		580,000.00
1886	360,000	220,000		580,000.00
1887	320,000	190,000		510,000.00
1888	225,000	190,000		415,000.00
1889	225,000	190,000		415,000.00
1890	225,000	190,000		415,000.00
1891	225,000	190,000		415,000.00
FOR SPECIAL EXAMINERS AND DETAILED CLERKS.				
1892	$215,000			$215,000.00
1893	200,000		$25,000.00	225,000.00
1894	200,000		200,000.00	400,000.00

In the report of the special examination division for the preceding fiscal year occasion was taken to explain the workings of the division so far as the same relate to the clerical force employed in the Bureau. It will be unnecessary, therefore, to take up time and space in a recapitulation of this subject. However, there is one section of the division of such paramount importance that it is only proper to invite attention to its operations, and their bearing upon the efficiency of the work of the special examiners engaged in field duty. Reference is made to what is known as the review section. The function of this section is dual in character. In the first place the clerks employed in this work carefully review all cases submitted by the special examiners for further examination, and they are charged with the responsibility of determining from the evidence already secured, as to whether the recommendations of the special examiners for further examination are proper, and if in the judgment of the reviewer the evidence in the case at the time be sufficient to admit of its adjudication, he refers said case to the board of review for final action; and it may be stated that, practically, the board of review agrees in every instance with the opinion and recommendation of the reviewer of the special examination division, and by this means thousands of dollars are annually saved that would otherwise be expended in the useless further examination of cases.

In the second place, the reviewers of this section carefully analyze the depositions submitted by the special examiners, and if it is found upon such analysis that the depositions so submitted are faulty and that the special examiner has failed in any wise to meet the requirements for which the case was submitted to him for special examination, the reviewer returns the case to the special examiner with a full letter

of instructions, pointing out the defects of his original examination and indicating what he should do in order to correct the same. This method of procedure has been found not only practical in its workings, but it has been a means of promoting the efficiency of the special examination service. A tabular statement of this branch of the work will be found in its proper place.

Another branch of the work imposed upon the special examination service is that which arises from what is technically known as complaint letters. Many letters are daily received from parties all over the country in which statements, more or less specific, are made to the effect that certain parties are drawing pensions illegally. In every instance, where these letters bear the impress of honesty, a circular letter is sent to the writer, in which he is required to set forth, specifically and in detail, what he knows with reference to the validity of title in the particular case or cases referred to by him. If his reply should be found to be satisfactory, and if it contain data sufficient to warrant such action, his original letter, the circular letter, and his reply to said circular letter, are forwarded to a special examiner with instructions to call upon the writer of said letter of complaint and to take from him a statement under oath embodying all that he may know with reference to the subject-matter. He is required, at the same time, to give the names of other parties to corroborate his own statement.

If sufficient testimony in this direction be secured by the special examiner to warrant such action, he submits a preliminary report to the Bureau, making such recommendation in the premises as the facts in the particular case may seem to warrant. This preliminary report is submitted to the board of review, or the law division, as the facts may warrant, for such further action as may be deemed necessary. Special examiners are particularly cautioned in investigations of this character to avoid publicity, and they are furthermore particularly instructed that, if they find that the original complaint is based upon personal malice, such fact shall be made to appear clearly in their report. This for the reason that it is contrary to the policy of the Bureau to disturb the status of any pensioner upon light or trivial grounds, or to make the special-examination service a medium for the gratification of malice or revenge.

This statement of the work of the special-examination division would be incomplete without reference to the credibility inquiries which are referred to said division. These credibility inquiries are referred to the division from the several adjudicating divisions of the Bureau. They relate to the credibility and competency of witnesses whose testimony has been filed in support of the claims pending before the Bureau. Where these witnesses reside in cities containing a population of 20,000 or over, their credibility and competency are ascertained through the medium of a special examiner, to whom is referred a statement showing, substantially, what the witness has testified to. It is then the business of the special examiner to ascertain, by proper inquiry, the reputation of the particular witness for truth and veracity in the vicinity of his residence, and after having ascertained this point he is instructed, in each instance, to call upon said witness and question him as to the subject-matter of his affidavit. If, upon such personal interview, the special examiner finds that the witness is not possessed of the knowledge which his affidavit seemed to indicate, his deposition is taken by the special examiner, showing, in point of fact, what he actually does know with reference to the material issues of the particular claim.

It is believed that a careful perusal of the foregoing statement will so clearly demonstrate the utility, excellence, and indispensability of this branch of the public service as to meet with the hearty indorsement of all parties whose interests are involved therein. The service accomplishes at once the much-desired end of aiding worthy claimants in establishing their title to pension, and at the same time prevents all frauds against the Government in this direction on the part of unscrupulous persons. Through the operations of the special-examination service there has resulted to the Government a gross saving of $3,344,465.88 during the fiscal year ending June 30, 1894, which will more particularly appear by reference to the tabular statement showing in detail the work of this division, which will be found in its proper place.

I urgently submit that Congress should be called upon for a deficiency appropriation for the present fiscal year of $250,000, in order to properly equip the service for the performance of its duties as above indicated, and for the fiscal year ending June 30, 1896, there should be an appropriation of not less than $500,000.

Very respectfully,

JAMES R. FRITTS,
Chief Special Examination Division.

To the COMMISSIONER OF PENSIONS.

STATEMENT OF CLAIMS PENDING JULY 1, 1994.

Service prior to March 4, 1861.

Old wars:		
Invalid	1,367	
Widows	1,728	
		3,095
Indian wars, act July 27, 1892:		
Invalid	488	
Widows	1,558	
		2,046
Bounty land		628

Service since March 4, 1861.

General law:		
Original invalid	137,411	
Original widows	69,024	
Army nurses	498	
		206,933
Act of June 27, 1890:		
Original invalid	75,832	
Original widows	42,667	
Original widows consolidated with applications of persons having prior title	12,105	
		130,604
Claims under act of June 27, 1890, additional to others on file, but not pensioned:		
With original invalid, rejected or abandoned	7,954	
With original widow, rejected or abandoned	2,809	
With widows formerly pensioned, but dropped from rolls	808	
		11,571
Number of persons pensioned under all laws, but who have increase claims pending:		
General laws	109,538	
Act of June 27, 1890	49,981	
Old wars	3,057	
		162,576
Number of persons on rolls under old laws who have original claims pending under act of June 27, 1890:		
Invalid	51,282	
Widows	120	
		51,402
Number of claims of widows, etc., for accrued pension of deceased pensioners		12,951
Claims under act of June 27, 1890, with pending old law claims on file therewith:		
Invalid	27,569	
Widows	9,652	
		37,221
Total number of pending claims		619,027

Of the above pending claims, including increase claims, the number under the act of June 27, 1890, is:		
Invalid	162,637	
Widows	68,161	
Increase	49,981	
		280,779

There are also in the files of the Pension Office rejected and abandoned claims, as follows:

Rejected.

General laws:		
Invalid	51,994	
Widows	41,295	
		93,289
Under act June 27, 1890:		
Invalid	96,573	
Widows	12,432	
		109,005
Bounty land	94,026	
Old war invalid	19,378	
Old war widows	6,429	
1812 invalid	9,187	
1812 widows	9,614	
Mexican war invalid	2,926	
Mexican war widows	1,164	
Act July 27, 1892, invalid	902	
Act July 27, 1892, widows	752	
		144,378
Army nurses		164
Total number of rejected claims		346,836

Abandoned.

General laws:		
Invalid	17,665	
widows	24,847	
		42,512
Act of June 27, 1890:		
Invalid	937	
Widows	275	
		1,212
Bounty land	391	
Old war invalid	69	
Old war widows	87	
1812 widows	12	
Mexican war invalid	23	
Mexican war widows	140	
		722
Army nurses		5
Total number of abandoned claims		44,451
Total number of rejected claims		346,836
Total number of abandoned and rejected claims		391,287

Statement of number of claimants.

Original, invalid:		
General laws	91,970	
Act of June 27, 1890	158,522	
Old war	409	
1812 service	60	
Mexican service	898	
Act of July 27, 1892	488	
Army nurses	498	
		252,845
Increase, invalid:		
General laws	85,073	
Act of June 27, 1890	48,417	
Old war	197	
Mexican war (Act January 5, 1893)	2,860	
		136,547
Bounty land		628
Original, widows:		
General laws	54,300	
Act of June 27, 1890	66,587	
Old war	189	
1812 service	231	
Mexican service	1,308	
Act of July 27, 1892	1,558	
		124,173
Widows, increase		221
Total number of claimants		514,414
Number of applicants already pensioned		227,205
Number of claimants not pensioned		287,209

SUMMARY OF TABLES.

Table 1 shows that there were at the close of the year 969,544 pensioners, classified as follows:

Widows and daughters of Revolutionary soldiers	12
Army invalid pensioners	357,525
Army widows, minor children, etc	103,069
Navy invalid pensioners	4,749
Navy widows, minor children, etc	2,404
Survivors of the war of 1812	45
Widows of soldiers of the war of 1812	4,447
Survivors of the Mexican war	13,461
Widows of soldiers of the Mexican war	7,686
Survivors of the Indian wars (1832–1842)	3,104
Widows of survivors of Indian wars (1832–1842)	3,284
Army nurses	414
Act of June 27, 1890:	
Army invalid pensioners	363,068
Army widows, minor children, etc	89,518
Navy invalid pensioners	12,016
Navy widows, minor children, etc	4,742

There were added to the rolls during the year the names of 39,085 new pensioners, and the names of 2,398 who had previously been dropped were restored, making an aggregate of 41,483 pensioners added during the year. During the same period the names of 37,951 persons were dropped for various causes, leaving a net increase to the roll of 3,532.

The average value of each pension at the close of the year was $134.20; the average annual value of each pension under the general law was $155.08; while the average annual value of each pension under the act of June 27, 1890, was $115.12. The aggregate annual value of all pensions at the close of the year was $130,120,863.00.

Table 2 shows by classes and causes the number (37,951) of pensioners dropped during the year, and also gives a classification of the number of pensioners on the rolls at the close of the year.

Table 3 exhibits the amount of the appropriations for the payment of pensions for the fiscal year 1894, the disbursements for said purpose during that period, and the unexpended balances thereof at the close of the year.

Table 4 shows the amount paid out on account of pensions by each pension agent under each item of appropriation, as shown by their accounts current.

Table 5 shows the amount expended for Army pensions and for Navy pensions separately, under the general law, so arranged as to show the amounts respectively paid to invalids and to widows and others.

Table 6 shows the information, presented in the same manner, in cases which have been allowed under the act of June 27, 1890.

Table 7 shows the amount and number of first payments made at the pension agencies during the year in each class of cases. It will be seen that 62,170 first payments were made during the year, and that they amounted to $11,917,359.58. It will also be seen that the average value of all original payments made during the year was $229.48; that the average value of original payments in cases allowed under the general law was $370.08, while the average value of original payments in cases allowed under the act of June 27, 1890, was $189.70. The amount paid as fees to attorneys during the year in all classes of cases, was $622,775.25.

Table 8 shows the number of cases of each class on hand at the pension agencies and unpaid at the close of the fiscal year, together with the amounts of the first payments due therein.

Table 9 shows the amount paid for pensions each year since 1871 to survivors and widows of the war of 1812, since 1887 to survivors and widows of the war with Mexico. This table also furnishes a statement showing the amount disbursed to survivors and widows of the Indian wars. These pensioners were placed upon the rolls by the act of July 27, 1892.

Table 10 is a classified statement of the number of pensioners on the rolls of each agency, and it compares the aggregate number with that of the previous year, showing in each class the net increase or net decrease. It will be seen that the net increase to the rolls during the year was 3,532.

Table 11 shows the number of original claims filed each year since 1861, the unmber allowed, and the number of pensioners on the rolls at the close of each year.

Table 12 shows the different monthly rates of pension paid, respectively, to invalids and widows and others under the general law, to invalids and widows and others under the act of June 27, 1890, as well as to the survivors and widows of the war of 1812 and of the war with Mexico.

Table 13 shows the number of pensioners in each State and Territory of the United States and the number in each foreign country on the rolls June 30, 1894, and the amount paid for pensions during the fiscal year 1894 in each State and Territory and in each foreign country.

Table 14 shows the issue of certificates during the fiscal year 1894, a grand total of 80,213.

Table 15 shows the operations of the Army and Navy Survivors' division of this Bureau during the fiscal year 1894.

Table 16 shows the work done by the Mail division of this Bureau during the fiscal year.

Table 17 shows, in brief, the operations of the Special Examination division during the year.

Table 18 gives the names, ages, and post-office addresses of the persons who were on the rolls June 30, 1894, as either the widows or children of soldiers of the Revolutionary war.

Table 19 gives the names, ages, service, and post-office addresses of the 45 survivors of the war of 1812, who were on the pension rolls at the close of the fiscal year.

It is proper to add, in addition to the information herein given, that during the fiscal year 1894, there were 132,873 claims to pension of the various classes rejected.

During the year 56 original bounty land claims and 8 duplicate bounty land claims were admitted, and 357 original bounty land claims and 1 duplicate land claim were rejected.

TABLE No. 1.—*Number of pensions allowed and increased during the year, with the annual value of all pensions on the rolls.*

Year ending June 30, 1894.		Pensions allowed and increased during the year.						Dropped from the roll.		Reductions in rate.		Number of pensioners June 30, 1894.	Annual value of pensions as shown by the roll June 30, 1894.
		Original.		Increase, reissue, and additional.		Restoration and renewal.							
		No.	Annual value.	No.	Annual value.	No.	Annual value.	No.	Annual value.	No.	Annual value.		
Army, general law	Invalids	5,907	$514,263.00	14,876	$1,072,559.60	1,992	$212,128.08	8,942	$1,605,715.00	525	$54,313.00	357,525	$55,535,356
	Nurses	137	19,728.00	2	.....	.....	.....	7	1,008.00	.....	.....	414	59,616
	Widows, etc.	4,111	605,633.00	501	45,996.81	73	10,418.56	8,742	1,243,375.00	1,140	27,696.00	103,081	15,637,498
Navy, general law	Invalids	222	26,467.00	177	17,930.10	20	3,177.80	238	51,308.00	7	288.00	4,749	950,004
	Widows, etc.	114	20,107.00	15	1,372.50	3	410.40	296	55,897.00	17	504.00	2,404	423,168
Army, act June 27, 1890	Invalids	8,470	831,754.00	6,318	574,243.02	162	15,783.66	12,738	1,500,664.00	2,636	118,480.00	363,068	43,179,562
	Widows, etc.	15,264	1,584,556.00	269	14,526.00	133	17,567.97	3,717	525,881.00	1,495	35,460.00	89,518	8,967,091
Navy, act June 27, 1890	Invalids	340	36,727.00	149	6,677.75	6	547.20	486	58,966.00	34	1,176.00	12,016	1,391,880
	Widows, etc.	762	80,010.00	12	192.00	1	96.00	135	16,670.00	66	1,680.00	4,742	497,016
War of 1812	Survivors	.....	.....	1	240.00	.....	.....	41	3,936.00	.....	.....	45	5,556
	Widows	26	3,840.00	13	.....	2	288.00	1,006	144,864.00	.....	.....	4,447	633,212
War with Mexico	Survivors	174	16,704.00	3,880	186,240.00	4	384.00	866	83,136.00	.....	.....	13,461	1,485,060
	Widows	702	67,392.00	3	.....	2	192.00	387	37,152.00	.....	.....	7,686	742,596
Indian wars, 1832–1842	Survivors	858	82,368.00	19	.....	.....	.....	298	19,008.00	.....	.....	3,104	297,984
	Widows	1,998	191,808.00	.....	.....	.....	.....	52	4,992.00	.....	.....	3,284	315,264
Total		39,085	4,081,357.00	26,235	1,919,967.78	2,398	260,993.67	37,951	5,352,572.00	5,920	239,597.00	969,544	130,120,863

Average annual value of each pension $134.20
Average annual value of each pension under the general law 155.08
Average annual value of each pension under act June 27, 1890 ..... 115.12

TABLE NO. 2.—*Number of pensioners of the various classes dropped from the rolls during the year, with the cause, and the number of each class on the rolls June 30, 1894.*

Classes.	By death.	By remarriage.	Minors by legal limitation.	By failure to claim.	For other causes.	Total number of pensioners dropped from the rolls.	Total number of pensioners of all classes on the rolls June 30, 1894.
General law.							
Army and Navy: Invalids	8,228	.....	.....	516	436	9,180	362,274
Army and Navy: Nurses	7	.....	.....	.....	.....	7	414
Army and Navy: Widows, etc.	6,081	808	868	989	292	9,038	105,485
Total	14,316	808	868	1,505	728	18,225	468,173
Classification of widows' roll—general law:							
Widows without children	2,314	270	.....	391	114	3,189	59,967
Widows with children	260	429	.....	64	94	847	17,033
Minor children	21	.....	868	.....	36	925	2,614
Mothers	2,648	8	.....	407	34	3,097	21,148
Fathers	834	.....	.....	121	12	967	4,614
Brothers and sisters, dependent sons and daughters	4	1	.....	6	2	13	109
Act June 27, 1890.							
Army and Navy: Invalids	9,331	.....	.....	33	3,860	13,224	375,084
Army and Navy: Widows, etc.	2,110	527	583	89	543	3,852	94,260
Total	11,441	527	583	122	4,403	17,076	469,344
Classification of widows' roll—act of June 27, 1890:							
Widows without children	1,025	232	.....	34	277	1,568	55,766
Widows with children	236	294	.....	54	185	769	24,896
Minor children	9	.....	583	.....	19	611	3,469
Mothers	463	1	.....	.....	42	506	6,635
Fathers	376	.....	.....	1	19	396	3,401
Helpless children	1	.....	.....	.....	1	2	93
War of 1812.							
Survivors	38	.....	.....	3	.....	41	45
Widows	884	1	.....	119	2	1,006	4,447
Total	922	1	.....	122	2	1,047	4,492
War with Mexico.							
Survivors	744	.....	.....	73	49	866	13,461
Widows	316	6	.....	32	33	387	7,686
Total	1,060	6	.....	105	82	1,253	21,147
Indian wars, 1832-1842.							
Survivors	288	.....	.....	.....	10	298	3,104
Widows	43	1	.....	.....	8	52	3,284
Total	331	1	.....	.....	18	350	6,388
Grand total	28,070	1,343	1,451	1,854	5,233	37,951	969,544

Total number of children on the rolls: General law, 27,462; act June 27, 1890, 48,209.

This table does not include the cases which, during the year, were dropped from the roll under the general law and pensioned under the act of June 27, 1890, as "additional" cases.

TABLE No. 3.—*Showing the appropriations for pensions and the disbursements on account thereof for the fiscal year 1894, and unexpended balances at the close of the year.*

	Amount appropriated, act March 1, 1893.	Disbursements.			Balances.		
		Amount disbursed by U. S. pension agents.	Amount disbursed by Treasury settlements.	Total amount disbursed.	Balance remaining in the hands of U. S. pension agents June 30, 1894,	Balance remaining in the U. S. Treasury June 30, 1894.	Available balances June 30, 1894.
Army pensions	$161,000,000	$136,467,072.86	*$29,045.66	$136,496,118.52	$1,609,575.07	$22,904,149.08	$24,513,724.15
Navy pensions	4,000,000	3,307,581.97	760.56	3,308,342.53	105,053.17	586,985.33	691,988.50
Army, fees of examining surgeons	970,000	428,650.09	.....	428,650.09	171,349.91	370,131.00	541,480.91
Navy, fees of examining surgeons	30,000	13,090.23	.....	13,090.23	6,909.77	10,000.00	16,909.77
Salary	72,000	72,000.00	.....	72,000.00	.....	22.22	22.22
Clerk hire	400,000	397,621.29	.....	397,621.29	2,412.89	.....	2,412.89
Rent	22,850	22,850.00	.....	22,850.00	.....	.....	.....
Fuel	750	185.05	.....	185.05	39.95	525.00	564.95
Lights	750	400.03	.....	400.03	48.15	301.82	349.97
Contingent expenses	35,000	24,174.00	8,732.04	32,906.04	836.89	1,257.07	2,093.96
Total	166,531,350	140,733,625.52	38,538.26	140,772,163.78	1,896,175.80	23,873,371.52	25,769,547.32

In addition to the above, there were disbursed during the fiscal year ending June 30, 1894, the following sums chargeable to the appropriations for the fiscal year ending June 30, 1893:

Fees of examining surgeons, Army pensions	$224,028.41
Fees of examining surgeons, Navy pensions	8,189.30
Total	232,217.71

* Amount of Treasury settlement held up, $22.50.

TABLE NO. 4.—*Amount disbursed at United States pension agencies during the fiscal year ending June 30, 1894, as shown by accounts current.*

Agencies.	Army pensions.									Navy pensions.			Grand total.
	Pensions.	Fees of examining surgeons.	Salary.	Clerk hire.	Rent.	Fuel.	Lights.	Contingent expenses.	Total.	Pensions.	Fees of examining surgeons.	Total.	
Augusta	$2,958,137.90		$4,000	$7,000.00				$219.36	$2,969,357.26				$2,969,357.26
Boston	6,651,070.42		4,000	25,000.00				596.85	6,680,667.27	$779,839.49		$779,839.49	7,460,506.76
Buffalo	6,659,537.89		4,000	19,000.00				626.72	6,683,164.61				6,683,164.61
Chicago	10,292,101.24		4,000	32,761.01				1,195.63	10,330,057.88	676,007.12		676,907.12	11,006,965.00
Columbus	15,383,145.36		4,000	38,421.71				1,791.66	15,427,358.73				15,427,358.73
Concord	3,073,774.57		4,000	8,402.49				163.35	3,086,340.41				3,086,340.41
Des Moines	8,376,235.88		4,000	23,507.41				899.83	8,404,643.12				8,404,643.12
Detroit	6,971,735.63		4,000	18,340.58	$2,180			1,128.40	6,997,384.61				6,997,384.61
Indianapolis	10,996,665.37		4,000	29,999.09	2,500		$295.78	2,401.80	11,035,862.04				11,035,862.04
Knoxville	7,721,420.07		4,000	19,744.33				653.15	7,745,817.55				7,745,817.55
Louisville	4,296,803.63		4,000	8,899.94				323.72	4,310,027.29				4,310,027.29
Milwaukee	7,285,111.96		4,000	18,993.58	2,668			708.32	7,311,481.86				7,311,481.86
New York	6,672,105.73		4,000	23,197.56	10,000			6,944.25	6,716,247.54	607,688.06		607,688.06	7,323,935.60
Philadelphia	7,379,630.01		4,000	25,727.60				1,684.21	7,411,041.82	451,825.92		451,825.92	7,862,867.74
Pittsburg	6,591,140.18		4,000	22,000.00				1,644.97	6,618,785.15				6,618,785.15
San Francisco	2,784,485.14		4,000	7,629.18	1,872	$64.10		352.30	2,798,402.72	110,431.71		110,431.71	2,908,834.43
Topeka	14,763,462.45		4,000	38,996.81	2,250			1,541.45	14,810,250.71				14,810,250.71
Washington	7,610,509.43	$428,650.09	4,000	30,000.00	1,380	120.95	104.25	1,298.03	8,076,062.75	680,889.67	$13,090.23	693,979.90	8,770,042.65
Total	136,467,072.86	428,650.09	72,000	397,621.29	22,850	185.05	400.03	24,174.00	137,412,953.32	3,307,581.97	13,090.23	3,320,672.20	140,733,625.52

In addition to the above, there were disbursed during the fiscal year ending June 30, 1894, the following sums, chargeable to the appropriations for the fiscal year ending June 30, 1893:

Fees of examining surgeons, Army pensions	$224,028.41
Fees of examining surgeons, Navy pensions	8,189.30
Total	232,217.71

TABLE NO. 5.—*Statement of amount paid for pensions under the general law.*

Agency.	Army pensions.				Navy pensions.			Grand total.
	Invalids.	Nurses.	Widows and others.	Total.	Invalids.	Widows and others.	Total.	
Augusta	$1,701,818.53	$796.40	$506,661.74	$2,208,776.67				$2,208,776.67
Boston	2,492,439.22	6,036.00	1,355,251.77	3,853,726.99	$230,543.49	$127,516.80	$358,060.29	4,211,787.28
Buffalo	3,103,479.85	1,902.00	1,168,584.98	4,273,966.83				4,273,966.83
Chicago	4,907,989.95	5,046.00	1,507,535.65	6,420,571.60	180,640.74	75,525.68	256,166.42	6,676,738.02
Columbus	6,928,571.87	6,866.80	2,107,455.07	9,042,893.74				9,042,893.74
Concord	1,719,770.33	762.00	545,258.32	2,265,790.65				2,265,790.65
Des Moines	4,177,980.56	5,148.13	799,378.18	4,982,506.87				4,982,506.87
Detroit	3,588,816.57	2,723.40	822,414.10	4,413,954.07				4,413,954.07
Indianapolis	6,603,069.78	3,121.33	1,591,580.34	8,199,791.45				8,199,791.45
Knoxville	1,655,698.79	3,231.60	848,428.29	2,507,358.68				2,507,358.68
Louisville	1,536,359.78	1,420.00	657,949.40	2,195,729.18				2,195,729.18
Milwaukee	3,670,772.61	2,274.80	809,627.71	4,482,675.12				4,482,675.12
New York City	2,187,270.03	3,932.40	1,187,462.72	3,378,665.15	117,476.03	96,185.30	213,661.33	3,592,326.48
Philadelphia	2,484,081.29	3,960.80	1,135,029.63	3,623,071.72	119,214.54	70,413.45	189,627.99	3,812,699.71
Pittsburg	2,479,434.62	529.20	816,839.10	3,296,802.92				3,296,802.92
San Francisco	793,986.05	5,452.80	200,855.05	1,000,293.90	27,552.38	6,706.46	84,258.84	1,034,552.74
Topeka	5,460,759.68	6,818.80	1,245,039.54	6,712,618.02				6,712,618.02
Washington	3,188,299.51	5,660.40	798,836.41	3,992,796.32	164,673.94	128,844.14	293,518.08	4,286,314.40
Total	58,682,119.02	65,682.86	18,104,188.00	76,851,989.88	840,101.12	505,191.83	1,345,292.95	78,197,282.83

TABLE NO. 6.—*Statement of amount paid for pensions under the act of June 27, 1890.*

Agency.	Army pensions.			Navy pensions.			Grand total.
	Invalids.	Widows and others.	Total.	Invalids.	Widows and others.	Total.	
Augusta	$539,484.52	$162,520.16	$702,004.68				$702,004.68
Boston	1,822,215.35	906,099.82	2,728,315.17	$283,484.68	$138,294.52	$421,779.20	3,150,094.37
Buffalo	1,798,959.54	515,544.23	2,314,503.77				2,314,503.77
Chicago	2,784,028.84	870,505.85	3,654,534.69	337,902.64	82,838.06	420,740.70	4,075,275.39
Columbus	5,038,751.07	1,158,132.71	6,196,883.78				6,196,883.78
Concord	608,201.38	165,237.86	773,439.24				773,439.24
Des Moines	2,743,230.85	550,708.32	3,293,939.17				3,293,939.17
Detroit	2,083,507.79	423,734.98	2,507,242.77				2,507,242.77
Indianapolis	2,042,119.53	626,095.51	2,668,215.04				2,668,215.04
Knoxville	2,817,445.65	889,812.98	3,707,258.63				3,707,258.63
Louisville	1,508,913.08	449,544.99	1,958,458.07				1,958,458.07
Milwaukee	2,260,861.59	482,014.92	2,742,876.51				2,742,876.51
New York City	2,045,417.59	1,141,964.96	3,187,382.55	246,764.72	147,262.01	394,026.73	3,581,409.28
Philadelphia	2,628,688.03	1,046,853.26	3,675,541.29	168,936.20	93,261.73	262,197.93	3,937,739.22
Pittsburg	2,578,713.42	668,342.61	3,247,056.03				3,247,056.03
San Francisco	1,213,610.23	277,166.54	1,490,776.77	61,063.19	15,109.68	76,172.87	1,566,949.64
Topeka	6,355,625.29	1,351,405.34	7,707,030.63				7,707,030.63
Washington	2,796,317.83	586,107.90	3,382,425.73	297,907.77	89,463.82	387,371.59	3,769,797.32
Total	43,666,091.58	12,271,792.94	55,937,884.52	1,396,059.20	566,229.82	1,962,289.02	57,900,173.54

TABLE NO. 7.—*Number and amount of first payments on each class of certificates made during fiscal year 1894 by pension agents to each class of pensioners.*

Class of cases.		Original.		Increase and additional.		Reissue.		Restoration and renewal.		Number and total amount of first payments during the year.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Army, general law	Invalids	5,590	$1,057,822.49	9,499	$509,400.43	4,465	$1,175,381.27	1,196	$252,847.66	20,750	$3,595,451.85
	Nurses	147	15,792.13							147	15,792.13
	Widows, etc.	4,024	1,960,129.73	15	4,434.36	507	380,476.19	82	70,425.48	4,628	2,415,465.76
Navy, general law	Invalids	196	44,664.60	112	5,673.08	41	7,481.39	23	6,780.20	372	64,599.27
	Widows, etc.	109	46,829.00	1	151.67	4	9,395.91	6	3,869.53	120	60,246.11
Army, act June 27, 1890	Invalids	8,370	1,384,984.61	2,161	210,885.18	742	35,556.72	313	44,112.06	11,586	1,675,538.57
	Widows, etc.	15,612	3,182,478.52	7	558.80	74	5,080.90	107	22,742.82	15,800	3,210,861.04
Navy, act June 27, 1890	Invalids	311	63,435.21	8	3,124.61	22	5,890.39	2	447.87	343	72,898.08
	Widows, etc.	738	117,529.79	1	35.00	4	1,010.27	1	112.80	744	118,687.86
War of 1812	Survivors										
	Widows	27	34,741.26			1	36.00	2	1,452.00	30	36,229.26
War with Mexico	Survivors	173	61,569.83	3,168	76,312.71	22	890.25	3	388.27	3,366	139,161.06
	Widows	677	125,928.85					1	38.67	678	125,967.52
Indian wars, 1832 to 1842	Survivors	1,112	120,228.40			5	395.46			1,117	120,623.86
	Widows	2,489	265,837.21							2,489	265,837.21
Total		39,575	9,081,971.63	14,972	810,575.84	5,887	1,621,594.75	1,736	403,217.36	62,170	11,917,359.58

Amount paid as fees to attorneys $622,775.25
Average value of all original payments during year 229.48
Average value of original payments in act June 27, 1890, cases 189.70
Average value of original payments in general law cases 370.08

TABLE NO. 8.—*Number of cases of each class on hand at the pension agencies and unpaid June 30, 1894, with the amount of the first payments therein.*

Class of cases.		Original.		Increase and additional.		Reissue.		Restoration and renewal.		Total number of certificates unpaid and the amount due thereon June 30, 1894.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Army, general law	Invalids	296	$94,082.20	836	$40,452.47	351	$91,407.13	213	$34,694.00	1,696	$260,635.80
	Nurses	4	619.60							4	619.60
	Widows, etc.	277	176,892.95	2	258.04	32	28,650.40	15	17,581.77	326	223,392.16
Navy, general law	Invalids	24	5,813.52	29	1,348.88	10	1,216.30	5	626.46	68	9,005.16
	Widows, etc.	7	1,768.59							7	1,768.59
Army, act June 27, 1890	Invalids	791	170,167.51	354	37,807.09	124	4,135.02	85	8,782.72	1,354	220,892.34
	Widows, etc.	1,000	235,821.74			7	196.46	5	1,431.13	1,012	237,449.33
Navy, act June 27, 1890	Invalids	57	13,668.11	13	1,037.00	5	273.13	1	36.00	76	15,014.24
	Widows, etc.	84	13,385.90							84	13,385.90
War of 1812	Survivors										
	Widows	1	138.93							1	138.93
War with Mexico	Survivors	14	4,971.31	211	2,226.53	3	9.80			228	7,207.64
	Widows	37	5,533.61							37	5,533.61
Indian wars, 1832–1842	Survivors	62	10,101.05							62	10,101.05
	Widows	88	13,150.93							88	13,150.93
Total		2,742	746,115.95	1,445	83,130.01	532	125,897.24	324	63,152.08	5,043	1,018,295.28

Average value of all original payments due but not made June 30, 1894 ..... $272.10
Average value of first payments in original act June 27, 1890, cases, due but not made June 30, 1894 ..... 224.14
Average value of first payments in original general law cases, due but not made June 30, 1894 ..... 442.72

TABLE NO. 9.—*Statement showing amounts paid for pensions to the survivors and widows of the war of 1812 since 1871, of the war with Mexico since 1887, and of the Indian wars since 1892.*

Fiscal year of—	War of 1812.			War with Mexico.		
	Survivors.	Widows.	Total disbursements.	Survivors.	Widows.	Total disbursements.
1871 (from Feb. 14, 1871)	$2,555.05	$511.00	$3,066.05			
1872	1,977,415.84	335,993.63	2,313,409.47			
1873	2,078,606.98	689,303.59	2,767,910.57			
1874	1,588,832.95	616,016.40	2,204,849.35			
1875	1,355,599.86	533,000.21	1,888,600.07			
1876	1,089,037.18	445,772.95	1,534,810.13			
1877	934,657.82	361,548.91	1,296,206.73			
1878 (from Mar. 9, 1878)	768,918.47	294,572.05	1,063,490.52			
1879	1,014,525.66	2,192,699.54	3,207,225.20			
1880	790,710.39	2,658,058.14	3,448,768.53			
1881	621,612.80	2,381,800.95	3,003,413.75			
1882	478,274.85	2,024,207.63	2,502,482.48			
1883	357,334.81	1,882,542.41	2,239,877.22			
1884	278,888.85	1,686,302.09	1,965,190.94			
1885	207,782.80	1,518,202.39	1,725,985.19			
1886	144,389.59	1,458,896.44	1,603,286.03			
1887	105,837.01	1,765,582.36	1,871,419.37	$53,148.68	$2,458.08	$55,606.76
1888	73,659.48	1,596,604.96	1,670,264.44	2,861,756.07	583,056.28	2,444,812.35
1889	52,800.27	1,397,487.09	1,450,287.36	1,796,809.30	693,572.45	2,490,471.75
1890	38,847.09	1,263,239.37	1,302,086.46	1,728,027.54	695,054.90	2,423,082.44
1891	22,504.64	1,040,284.41	1,062,789.05	1,622,114.75	695,314.52	2,317,429.27
1892	11,908.93	827,080.53	838,989.46	1,425,258.18	686,733.57	2,111,991.75
1893	10,494.27	721,060.32	731,554.59	1,396,392.38	736,173.41	2,132,565.79
1894	5,312.20	645,297.46	650,609.66	1,388,707.07	803,345.91	2,192,052.98
Total	14,010,507.79	28,336,064.83	42,616,572.62	11,272,303.97	4,895,709.12	16,168,013.09

Fiscal year of—	Indian wars, 1832–1842.		
	Survivors.	Widows.	Total disbursements.
1893	$158,076.26	$66,434.05	$224,510.31
1894	377,883.57	456,652.25	834,535.82
Total	535,959.83	523,086.30	1,059,046.13

TABLE No. 10.—*A classified statement of the number of pensioners on the rolls of agency compared with the number on the rolls June 30, 1893.*

Location of agency.	General law.					Act of June 27, 1890.			
	Army.			Navy.		Army.		Navy.	
	Invalids.	Nurses.	Widows, etc.	Invalids.	Widows, etc.	Invalids.	Widows, etc.	Invalids.	[illegible]
Topeka	32,759	43	6,873	.....	.....	52,719	9,323	.....	...
Columbus	40,950	43	11,771	.....	.....	41,285	8,368	.....	...
Chicago	30,508	33	8,018	1,019	342	23,087	5,678	2,843	
Indianapolis	40,177	18	8,903	.....	.....	16,900	4,237	.....	...
Philadelphia	15,460	21	6,718	710	347	23,205	8,211	1,548	
Knoxville	9,913	20	4,636	.....	.....	24,039	5,660	.....	...
Des Moines	25,811	34	4,367	.....	.....	22,400	3,488	.....	...
Washington	16,534	40	4,749	870	547	23,272	4,680	2,512	
Boston	17,227	40	7,981	1,313	694	15,556	7,992	2,458	
New York	14,193	26	6,945	675	447	17,065	9,700	2,154	
Milwaukee	23,701	15	4,971	.....	.....	19,018	3,149	.....	...
Buffalo	20,343	13	6,933	.....	.....	15,051	3,999	.....	...
Pittsburg	14,735	4	4,709	.....	.....	21,266	4,686	.....	...
Detroit	20,483	14	4,618	.....	.....	16,435	3,030	.....	...
Louisville	8,747	9	3,586	.....	.....	12,702	3,121	.....	.
San Francisco	5,174	32	834	162	27	9,875	1,630	501	
Concord	10,370	4	3,370	.....	.....	4,756	1,354	.....	...
Augusta	10,440	5	3,099	.....	.....	4,437	1,212	.....	...
Total	357,525	414	103,081	4,749	2,404	363,068	89,578	12,016	
Increase during year	.....	130	.....	.....	.....	.....	11,680	.....	
Decrease during year	3,133	.....	4,558	33	179	2,016	.....	103	...

Location of agency.	War of 1812.		War with Mexico.		Indian wars, 1832-1842.		Number of pensioners on the roll June 30, 1894.	Numb pensio on the June 189
	Survivors.	Widows.	Survivors.	Widows.	Survivors.	Widows.		
Topeka	2	210	1,758	887	176	167	104,917	101
Columbus	2	353	535	285	12	7	103,611	9
Chicago	.....	176	815	574	127	234	74,118	73
Indianapolis	.....	189	598	358	27	32	71,439	70
Philadelphia	.....	143	309	260	14	13	57,749	58
Knoxville	4	918	4,000	2,764	2,467	2,621	57,042	55
Des Moines	3	98	492	215	45	36	56,989	54
Washington	2	524	923	531	26	34	55,963	68
Boston	4	270	172	125	10	9	55,045	54
New York	5	307	405	280	13	16	53,482	52
Milwaukee	4	80	306	123	36	28	51,431	48
Buffalo	6	359	111	65	11	5	46,896	47
Pittsburg	1	111	144	110	3	5	45,774	44
Detroit	5	121	172	103	16	13	45,010	42
Louisville	.....	173	623	409	26	18	29,414	28
San Francisco	1	33	1,999	540	88	38	21,058	18
Concord	1	153	48	21	4	2	20,083	20
Augusta	5	229	51	36	3	6	19,523	18
Total	45	4,447	13,461	7,686	3,104	3,284	969,544	966
Increase during year	.....	.....	.....	317	560	1,946	3,532	.....
Decrease during year	41	978	688	.....	.....	.....	.....	.....

TABLE No. 11.—*Number of pension claims filed and allowed each year since July, 1861, and the number of pensioners on the rolls at the close of each year, together with the annual amount paid on account of pensions since July 1, 1860.*

Fiscal year ending June 30—	Army. Applications filed.		Navy. Applications filed.		Army and Navy. Claims allowed.		War of 1812. Applications filed.		War of 1812. Claims allowed.		War with Mexico. Applications filed.		War with Mexico. Claims allowed.		Total number of applications filed.	Total number of claims allowed.	Number of pensioners on the roll.			Disbursements.
	Invalids.	Widows, etc.	Invalids.	Widows, etc.	Invalids.	Widows, etc.	Survivors.	Widows.	Survivors.	Widows.	Survivors.	Widows.	Survivors.	Widows.			Invalids.	Widows, etc.	Total.	
1861																	4,337	4,299	8,636	$1,072,461.55
1862	1,362	1,000	60	65	413	49									2,487	462	4,341	3,818	8,159	790,384.76
1863	26,380	22,377	290	285	4,121	3,763									49,332	7,884	7,821	6,970	14,791	1,025,139.91
1864	20,363	32,627	385	324	17,041	22,446									53,599	39,487	23,479	27,656	51,135	4,504,616.92
1865	27,299	44,464	455	466	15,212	24,959									72,684	40,171	35,880	50,106	85,986	8,525,153.11
1866	35,799	28,732	350	375	22,883	27,294									65,256	50,177	55,652	71,070	126,722	13,459,996.43
1867	15,905	20,265	250	333	16,589	19,893									36,753	36,482	69,565	83,618	153,183	18,619,956.46
1868	7,292	13,099	170	207	9,460	19,461									20,768	28,921	75,957	93,686	169,643	24,010,981.99
1869	11,035	14,496	290	245	7,292	15,904									26,066	23,196	82,859	105,104	187,963	28,422,884.08
1870	12,991	11,400	260	200	5,721	12,500									24,851	18,221	87,521	111,165	198,686	27,780,811.81
1871	8,837	8,985	190	142	7,934	8,399	20,741	5,074	198	31					43,969	16,562	93,394	114,101	207,495	33,077,383.63
1872	8,857	6,755	240	178	6,468	7,244	6,546	3,815	17,504	3,117					26,391	34,333	113,954	118,275	232,299	30,169,341.00
1873	8,728	6,427	248	120	6,551	4,073	1,481	1,299	3,186	2,242					18,303	16,052	119,500	118,911	238,411	29,185,289.62
1874	9,302	5,603	228	151	5,937	3,152	737	713	563	810					16,734	10,462	121,628	114,613	236,241	30,593,749.56
1875	11,926	5,294	310	178	5,760	4,736	425	571	240	416					18,704	11,152	122,989	111,832	234,821	29,683,116.63
1876	17,030	5,264	344	130	5,360	4,376	319	436	73	168					23,523	9,977	124,239	107,898	232,137	28,351,599.69
1877	16,532	5,269	271	97	7,282	3,861	198	348	57	126					22,715	11,326	128,723	103,381	232,104	28,580,157.04
1878	18,812	6,661	300	131	7,414	3,550	2,786	15,897	817	181					44,587	11,962	131,649	92,349	223,998	26,844,415.18
1879	36,835	9,767	599	215	7,242	3,379	811	8,891	2,548	18,177					57,118	31,346	138,615	104,140	242,755	33,780,526.19
1880	110,673	25,602	1,361	559	10,176	4,455	295	2,976	234	4,630					141,466	19,545	145,410	105,392	250,802	57,240,540.14
1881	18,455	10,527	515	225	21,394	3,920	109	1,285	115	1,965					31,116	27,394	164,110	104,720	268,830	50,626,538.51
1882	29,004	10,349	472	211	22,946	3,999	85	818	26	693					40,939	27,664	182,633	103,064	285,697	54,296,280.54
1883	35,039	11,878	777	251	32,014	5,303	61	770	23	822					48,776	38,162	206,042	97,616	303,658	60,431,972.85
1884	28,962	11,289	671	244	27,414	6,366	52	567	24	388					41,785	34,192	225,470	97,286	323,756	57,273,536.74
1885	27,959	11,557	725	277	27,580	7,743	27	373	18	426					40,918	35,767	247,146	97,979	345,125	65,693,706.72
1886	35,202	13,328	862	265	31,937	8,610	24	304	5	305					49,895	40,857	270,346	95,437	365,783	64,584,270.45
1887	36,484	15,759	836	338	35,283	11,217	17	313	8	231	14,735	3,983	7,552	903	72,465	55,194	306,298	99,709	406,007	74,815,486.85
1888	47,505	18,444	1,251	427	35,843	10,816	23	223	2	251	5,045	2,808	9,048	4,201	75,726	60,252	343,701	108,856	452,557	79,646,146.37
1889	52,152	23,597	1,312	579	36,830	11,924	14	183	8	181	2,032	1,301	1,722	1,206	81,220	51,921	373,699	116,026	489,725	89,131,968.44
1890	71,570	28,365	2,162	788	50,395	14,612	166	16	4	108	1,009	968	794	678	105,044	66,637	415,654	122,290	537,944	106,493,890.19
1891	20,519	17,521	1,404	590	41,381	11,914	11	140	4	79	706	875	836	385	363,799	156,486	536,821	139,339	676,160	118,546,959.71
1892	17,432	15,765	742	404	17,876	7,287	11	71	2	46	395	759	416	550	198,345	224,047	703,242	172,826	876,068	141,086,948.84
1893	9,213	12,000	654	358	10,232	7,295		49	2	16	428	794	205	440	119,361	121,630	759,706	206,306	966,012	158,155,342.51
1894	6,053	8,551	600	237	6,129	4,225	3	38		26	211	772	174	702	40,148	39,085	754,382	215,162	969,544	140,772,163.78
	841,407	483,017	19,584	9,595	566,110	308,725	34,942	45,170	25,711	35,435	24,561	12,260	20,247	9,065	2,074,843	1,397,006				1,717,275,718.20

In the total number of applications filed in 1894 are included 6,643 invalids and 15,329 widows, etc., under the act of June 27, 1890; 387 survivors and 1,139 widows of the Indian wars, and 189 Army nurses. In the number of claims allowed in 1894 are included 8,810 invalids and 16,026 widows, etc., under the act of June 27, 1890; 858 survivors and 1,998 widows of the Indian wars, and 137 Army nurses. In the number of pensioners on the roll under the heads of "invalids" and "widows, etc.," are respectively included pensioned survivors of all wars, and dependent relatives of every class.

TABLE NO. 12.—*Statement showing the different monthly rates of pension and pensioned at each rate of the Army and Navy invalids, of the Army and N minors, and dependents (war of 1861) on the rolls under the general law Ju and a similar classification of those on the rolls at the same date under the 27, 1890, and as survivors and widows of the war of 1812 and with Mexico.*

Rates.	Invalids.			Widows, etc.			Rates.	Invalids.			Wi
	Army.	Navy.	Total.	Army.	Navy.	Total.		Army.	Navy.	Total.	Army.
$1.00	14	1	15				16.50	16	3	19	
2.00	9,921	127	10,048				16.75	14		14	
2.25	1		1				17.00	28,199	283	28,482	2,465
2.33⅓	1		1				17.25	1	2	3	
2.66⅔	3		3				17.50	17	12	29	
3.00	531	18	549				17.75	4		4	
3.12½	1		1				18.00	1,890	27	1,917	58
3.25		1	1				18.25		5	5	
3.33⅓	5		5				18.50	14	2	16	
3.75	100	4	104				18.75	101	2	103	
4.00	36,620	469	37,089				19.00	11	3	14	
4.25	146		146				19.25	6		6	
4.75	1		1				19.50		4	4	
5.00	485	32	517				20.00	5,139	130	5,269	2,610
5.25	1		1				20.25	1		1	
5.33⅓	6	1	7				20.50	2	3	5	
5.66⅔	3		3				20.75	2	2	4	
5.75	7		7				21.00		1	1	
6.00	36,053	379	36,432				21.25	3		3	
6.25	34	1	35				21.50	1	1	2	
6.37½	3		3				22.00	3,116	71	3,187	
6.50	1		1				22.50	96	6	102	
6.75	1		1				23.00	1		1	
7.00	64		64				23.25	3		3	
7.25		1	1				23.75	1		1	
7.33⅓	1		1				24.00	21,615	287	21,902	2
7.50	345	6	351				24.50	1	1	2	
7.75	11	1	12				25.00	2,928	86	3,014	728
8.00	60,291	776	61,067	638	17	655	25.25	1		1	
8.12½	1		1				25.75		3	3	
8.25	8		8				26.00		1	1	
8.50	461		461				26.25	4		4	
8.62½	1		1				26.75	1	2	3	
8.75	3		3				27.00	991	27	1,018	
9.00	455	1	456				27.50	8		8	
9.25	11		11				28.00	1		1	
9.50	9	7	16				28.50		1	1	
9.75	3	4	7				28.75	1		1	
10.00	31,389	429	31,818	4	1	5	29.50		1	1	
10.20	1		1				30.00	15,464	239	15,703	689
10.25	8	1	9				30.75	4	2	6	
10.50	13	10	23				31.00		1	1	
10.62½	1		1				31.25	26		26	
10.66⅔	1		1				32.00		4	4	1
10.75	1	10	11				32.50		6	6	
11.00	65	6	71				33.00	1	2	3	
11.25	178	7	185				33.50		2	2	
11.33⅓	1		1				35.00	56	5	61	2
11.50	19	3	22				35.50		1	1	
11.75	9	3	12				36.00	2,972	37	3,009	
12.00	49,843	562	50,405	94,298	1,722	96,020	37.50				1
12.12½	1		1				38.50		1	1	
12.25	11		11				40.00	54		54	14
12.50	129	21	150	1		1	40.25		1	1	
12.75	307		307				45.00	2,434	20	2,454	2
13.00	577	7	584				48.00	1		1	
13.25	5	7	12				49.00	2		2	
13.33⅓	4		4				50.00	578	6	584	60
13.50	23	4	27				53.00	1		1	
13.60	1		1				55.00	1		1	
13.75	7	1	8				57.00	1		1	
14.00	21,014	193	21,207	3		3	60.00	10		10	
14.25	23	2	25				72.00	2,936	96	3,032	
14.50	4	2	6				75.00				4
14.75	3		3				100.00	22	3	25	14
15.00	2,807	87	2,894	1,478	121	1,599	166.66⅔				5
15.25	1	1	2				208.33⅓				1
15.50	5	1	6				416.66⅔				2
15.75		4	4								
16.00	16,712	166	16,878	1	1	2	Total	357,525	4,749	362,274	103,081
16.25	8	1	9								

TABLE NO. 12.—*Statement showing the different monthly rates of pension and the number pensioned at each rate of the Army and Navy invalids, etc.*—Continued.

ACT OF JUNE 27, 1890.

Rates.	Invalids.			Widows, etc.		
	Army.	Navy.	Total.	Army.	Navy.	Total.
[illegible].00	73,092	2,719	75,811			
7.00	4		4			
[illegible].00	80,084	2,663	82,747	79,638	4,586	84,224
10.00	16,632	612	17,244			
11.00	1		1			
12.00	193,255	6,022	199,277	9,880	156	10,036
Total	363,068	12,016	375,084	89,518	4,742	94,260

Rates.	War of 1812.			War with Mexico.		
	Survivors.	Widows.	Total.	Survivors.	Widows.	Total.
[illegible].00	41	1	42	9,755	7,680	17,435
12.00		4,432	4,432	3,657	2	3,659
14.00				1		1
16.00		1	1	3		3
18.00	1	4	5	22	2	24
20.00				2		2
25.00	1	8	9	10	1	11
30.00		1	1	6	1	7
40.00	1		1	1		1
50.00	1		1	1		1
72.00				8		8
Total	45	4,447	4,492	13,461	7,686	21,147

TABLE NO. 13.—*The number of pensioners in each State and Territory of the States and in each foreign country on the rolls June 30, 1894, and the amount pe pensions during the fiscal year 1894 in each State and Territory and each foreign co*

United States.	Number.	Amount.	Foreign countries.	Number.	Am
Alabama	3,648	$341,458.62	Algiers	2	
Alaska Territory	24	2,743.57	Argentine Republic	3	
Arizona Territory	592	81,899.06	Australia	25	
Arkansas	10,160	1,393,254.96	Austria-Hungary	21	2
California	13,603	1,869,533.10	Azores	1	
Colorado	6,342	870,528.90	Belgium	13	1
Connecticut	11,503	1,170,757.75	Bermuda	4	
Delaware	2,781	437,846.43	Brazil	1	
District of Columbia	8,582	1,440,979.79	British Columbia	17	2
Florida	2,851	422,553.24	Bulgaria	2	
Georgia	3,621	511,270.71	Canada	1,763	147
Idaho	924	124,434.58	Central America	4	
Illinois	69,695	10,299,400.09	Chile	6	
Indiana	70,341	10,841,565.80	China	8	
Indian Territory	2,593	328,213.11	Comoro Islands	1	
Iowa	38,495	5,760,363.95	Costa Rica	3	.....
Kansas	43,530	6,048,592.44	Cuba	5	1
Kentucky	29,582	4,313,043.17	Denmark	24	1
Louisiana	4,361	592,079.99	Egypt	1	
Maine	20,385	3,047,273.37	Fiji Islands	1	
Maryland	13,035	1,666,294.83	France	56	3
Massachusetts	39,607	5,948,985.49	Germany	588	38
Michigan	46,371	7,218,933.80	Great Britain	689	50
Minnesota	16,633	2,353,450.35	Guatemala	1	
Mississippi	3,987	498,610.46	Hawaii	16	
Missouri	54,179	7,603,813.31	Honduras	3	
Montana	1,249	165,667.69	India	3	
Nebraska	18,577	2,730,019.98	Italy	25	1
Nevada	203	27,273.84	Japan	9	
New Hampshire	9,485	1,413,725.25	Korea	1	
New Jersey	19,675	2,608,215.84	Liberia	2	
New Mexico Territory	1,283	179,573.55	Madeira	3	
New York	89,642	11,937,643.43	Malta	2	
North Carolina	4,904	572,334.40	Mauritius	2	
North Dakota	1,597	186,761.55	Mexico	58	1
Ohio	99,837	14,737,191.54	Netherlands	10	1
Oklahoma Territory	5,176	684,885.85	New Zealand	4	
Oregon	4,423	597,395.28	Nicaragua	3	
Pennsylvania	89,378	13,574,346.36	Norway	36	1
Rhode Island	4,160	418,923.86	Peru	6	
South Carolina	1,668	223,742.40	Portugal	1	
South Dakota	5,299	750,983.64	Republic of Colombia	5	
Tennessee	16,815	2,658,725.63	Roumania	1	.....
Texas	7,758	1,030,282.82	Russia	3	
Utah Territory	734	105,768.80	San Salvador	2	
Vermont	9,931	1,529,333.24	Seychelles Islands	2	
Virginia	8,036	1,204,925.27	Siam	2	
Washington	5,456	733,294.52	St. Helena	1	.....
West Virginia	14,047	2,159,023.33	Society Islands	1	
Wisconsin	28,516	4,019,524.68	South African Republic	1	
Wyoming	682	92,614.60	Spain	7	
			Sweden	34	1
Total in States and Territories	965,947	139,530,058.22	Switzerland	77	3
			Turkey	4	
			Uruguay	1	
			West Indies	9	
			Total in foreign countries	3,573	27
			Addresses unknown	24	
			Grand total	969,544	139,80

TABLE NO. 14.—*Report of certificates issued in the fiscal year ending June 30, 1894.*

Months.	Original.																						Under acts of—								
	General law.				Act of June 27, 1890.				War of 1812.		Indian wars.		Old wars.		Mexican war.																
	Army invalids.	Army widows, etc.	Navy invalids.	Navy widows, etc.	Army invalids.	Army widows, etc.	Navy invalids.	Navy widows, etc.	Survivors.	Widows.	Survivors.	Widows.	Invalids.	Widows.	Survivors.	Widows.	Army nurses.	Total original.	Increase.	Additional, etc., act of June 27, 1890.	Reissue.	Restoration.	August 4, 1886.	June 7, 1888.	March 1, 1889.	March 4, 1890.	July 14, 1892.	Supplemental.	Duplicate.	Accrued.	Total.
1893.																															
July	515	309	10	8	264	1,221	7	30	...	1	32	48	...	2	4	9	7	2,467	579	176	211	28	1	4	...	...	10	7	104	743	4,330
August	522	320	8	...	276	984	2	11	...	10	52	120	...	...	10	40	14	2,369	1,304	286	273	68	...	1	...	...	22	3	186	661	5,173
September	477	245	19	6	421	1,206	3	16	...	...	126	174	...	1	11	55	11	2,771	2,407	198	533	124	...	...	...	...	28	8	81	580	6,730
October	552	319	22	9	749	1,379	9	16	...	...	111	299	1	...	24	65	11	3,566	1,492	468	534	111	...	1	...	1	22	45	141	673	7,054
November	418	284	22	14	536	1,230	16	25	...	3	147	277	2	2	25	96	14	3,111	1,122	410	483	88	...	1	...	4	17	34	143	724	6,137
December	295	218	13	6	541	951	16	24	...	...	58	112	...	...	19	62	10	2,325	622	615	363	95	...	1	1	1	13	25	114	399	4,574
1894.																															
January	414	429	14	11	669	1,713	29	73	...	3	60	219	...	2	16	96	8	3,756	951	547	350	116	...	...	...	3	20	...	86	1,321	7,150
February	477	398	19	6	761	1,311	17	68	...	...	51	127	...	3	13	42	11	3,304	901	838	414	124	...	...	...	6	14	...	108	993	6,702
March	773	497	37	11	1,809	1,882	74	167	...	4	122	289	4	3	17	71	20	5,780	1,085	1,902	599	246	...	...	...	6	9	2	99	1,106	10,834
April	515	431	27	15	1,114	1,328	71	132	...	1	32	139	...	1	10	64	13	3,893	1,011	979	483	273	...	...	...	9	22	...	113	979	7,762
May	466	312	12	17	683	1,007	43	130	...	3	46	138	...	1	10	61	12	2,941	1,086	1,035	522	396	1	...	2	4	13	1	84	811	6,836
June	476	333	19	11	647	1,052	53	70	...	1	21	56	...	1	15	41	6	2,802	1,172	988	597	427	1	1	1	14	20	7	136	705	6,871
Total	5,900	4,095	222	114	8,470	15,264	340	762	...	26	858	1,998	7	16	174	702	137	39,085	13,732	8,442	5,362	2,096	3	9	4	48	210	132	1,395	9,695	80,213

Of the "Increases" above reported, 3,789 were of Mexican war survivors, under the act of January 5, 1893.

Under the head of "Additionals, etc., act of June 27, 1890," the following classes are included:

Additional	2,159	Renewal	302
Increase	1,147	Supplemental	82
Reissue	3,360	Duplicate	1,392

TABLE No. 15.—*Detailed report of work completed in the Army and Navy surviv division from July 1, 1893, to June 30, 1894, inclusive, showing number of names, w post-office addresses furnished, and addition to service files, etc.*

	Total names.	Total cases.	Spec name
Eastern division	34,121	3,636	1,
Middle division	36,352	3,638	1,
Western division	43,350	4,748	2,
Southern division	39,126	4,425	2,
Old War and Navy division	8,560	1,917	2,
Special examiners' division	8,697	991	
Miscellaneous calls	17,919	1,896	3,
Total	193,125	21,251	13,

Total number of names, with post-office addresses, furnished in 21,251 cases	193,
Addresses supplied to specified names	14,
Circular lists of officers and comrades	1,
Letters and circular letters	7,
Addition to the files, service cards	277,
Changes of post-office addresses	3,
Calls on War Department	
Calls on Navy Department	

TABLE No. 16.—*Report of the Mail Division for the fiscal year ending June 30, 1894.*

Received.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.	June.	Total.
Original invalid cases *	940	611	593	561	502	488	625	431	547	548	536	414	6,796
Original widows' cases *	831	738	643	665	699	703	807	619	762	761	646	593	8,467
Original 1812 cases *	2	1	4	3	2	2	3	4	3	6	2	1	33
Original bounty-land cases *	32	17	26	29	22	19	19	13	15	28	22	32	274
Original Navy cases *	161	44	35	43	22	23	37	26	60	42	49	43	585
Original old-war cases, Mexican, Indian, and nurses	426	363	322	299	221	223	228	250	259	204	225	227	3,247
Applications for increase	1,274	1,204	1,203	1,509	1,861	1,945	2,458	2,135	2,606	2,580	2,498	2,530	23,803
Communications from the Departments	2,551	2,563	2,139	2,553	2,851	2,677	3,197	2,729	2,396	3,940	4,747	2,620	35,533
Applications (act of June 27, 1890)	2,793	2,062	2,671	4,136	3,800	4,024	5,026	4,599	6,694	6,694	7,385	6,470	55,901
Applications for accrued pension	572	534	472	448	495	553	687	652	730	633	705	647	7,128
Pieces of additional evidence	77,197	82,598	70,590	67,440	61,242	70,639	86,143	63,208	75,322	84,201	91,816	81,022	911,424
Fee agreements in duplicate	2,871	2,394	2,305	2,321	1,959	2,298	2,561	2,919	2,989	2,454	2,094	1,981	29,146
Applications for transfer	38	29	43	75	58	85	92	65	102	86	60	85	818
Applications for new certificate	119	113	122	177	204	203	168	151	242	233	246	218	2,196
Reports from Adjutant-General	13,040	17,273	13,526	16,311	17,037	13,713	14,742	13,006	15,871	13,591	12,780	11,962	172,852
Reports from Surgeon-General	3	16	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	22
Miscellaneous letters (not inquiries)	23,875	14,656	22,187	25,183	24,109	22,720	20,923	20,786	22,451	20,247	19,567	18,842	255,546
Pension certificates returned by pension agents	1,664	565	1,342	1,168	3,983	1,485	631	1,305	1,185	1,378	928	2,832	18,496
Surgeons' certificates	11,179	10,511	9,231	8,364	8,991	9,881	9,767	11,020	14,951	14,749	16,824	14,150	139,618
Orders for medical examination returned	11,222	9,932	6,873	7,621	9,834	8,796	9,988	10,366	14,416	14,043	16,155	13,466	132,712
Accounts from examining surgeons	10,581	8,952	8,610	7,683	7,692	8,618	8,874	8,008	10,006	9,554	9,888	9,532	107,998
Reports and cases from special examiners	1,915	2,413	2,072	2,595	2,638	3,303	3,033	2,914	3,256	3,170	4,012	3,854	35,175
Reports from pension agents	173	153	140	155	138	137	151	130	159	147	146	135	1,764
Daily reports of special examiners	4,723	5,979	6,657	7,708	7,643	7,814	8,358	7,705	9,040	9,457	11,385	9,829	96,298
Credibility of witness circulars	7,542	7,642	5,694	6,890	9,185	9,436	9,030	7,770	8,321	7,853	11,686	11,601	102,620
Number of dead letters returned by Post-Office Department	2,681	2,555	2,873	2,747	2,841	2,969	2,815	2,801	3,555	2,961	3,273	2,604	34,675
Army and Navy survivors and statistical cards	600	187	1,184	1,895	521	1,553	1,094	293	319	336	289	327	8,598
Congressional communications	3,000	5,959	6,949	7,572	5,821	8,262	10,829	9,423	10,623	9,315	9,111	8,371	95,235
Letters of inquiry	53,311	44,682	40,171	49,630	43,131	44,328	47,916	50,010	40,673	41,957	47,991	47,504	551,304
Money received in mail	$1,656.13	$3,554.36	$1,472.05	$1,498.50	$770.40	$1,950.17	$651.00	$2,197.80	$734.08	$2,837.05	$1,397.65	$2,369.42	$20,588.61
Postage stamps received in mail	354	312	378	454	439	399	490	421	444	398	314	339	4,742
MISCELLANEOUS.													
Number of foreign letters sent (postage prepaid)	1,075	261	263	331	431	270	124	96	125	126	302	211	3,618
Total number of pieces received for the year	235,270	225,058	209,055	226,241	217,941	227,299	250,692	223,759	248,537	251,566	275,380	252,178	2,838,234
Total number of letters sent out for the year, and cards	143,187	170,156	147,964	172,518	178,052	150,981	185,976	169,707	204,199	178,942	204,893	165,677	2,058,498
Calls on Adjutant-General sent (not included in letters sent)	13,993	15,845	13,298	16,505	15,938	13,254	15,107	12,892	15,853	13,167	12,580	11,582	170,034
Blanks sent (not included in letters sent)	626	556	1,063	792	535	433	843	621	818	639	558	636	8,120

* This includes duplicates.

TABLE NO. 17.—*Operations of the special examination service of the Bureau, showing the investigations made, etc., during the fiscal year ending June 30, 1894.*

	1893.		1894.	
	Number of investigations made.	Expenses.	Number of investigations made.	Expenses.
Cases returned by special examiners in the field	17,101		32,932	
Expenses of special examiners, subsistence		$140,300.40		$254,392.40
Expenses of special examiners, travel, etc. (including cost of travel over subsidized railroads)		82,285.67		128,876.24
Total	17,101	222,586.07	32,932	383,268.64

Statement showing amount of work performed by special examiners, with cost of same (exclusive of salary), and amount of savings, during fiscal year ending June 30, 1894.

Cases in division July 1, 1893	14,551
Cases received from July 1, 1893, to June 30, 1894	21,437
Total number of cases completed during the fiscal year ending June 30, 1894	15,325
Cases pending special examination June 30, 1894	20,663
Number of reports submitted during fiscal year ending June 30, 1894	32,732
Average number of reports per examiner for fiscal year ending June 30, 1894	141
Number of depositions submitted during the fiscal year ending June 30, 1894	174,009
Average number of depositions per examiner submitted during fiscal year ending June 30, 1894	746
Number of credibility inquiries referred to the division from July 1, 1893, to June 30, 1894	16,183
Number of credibility inquiries reported during fiscal year ending June 30, 1894	10,775
Number of credibility inquiries pending July 1, 1894	5,408
Total number of complaints received in the division demanding investigation	3,186
Total number of investigations made on complaint	1,151
Number of special examiners employed in field duty on June 30, 1894	316
Average number of special examiners employed in field duty during the fiscal year ending June 30, 1894	233
Total cost of the special-examination service (exclusive of salaries) for the fiscal year ending June 30, 1894	$383,268.64
Average cost per report	$13.80
Average cost per deposition	$2.71
Average number of reports to each completed case	2.15
Average number of depositions in each completed case	11
Average cost of each completed case	$29.80
Amount of money recovered by special examiners on illegal payments during the fiscal year ending June 30, 1894	$14,590.14
Total number of prima facie claims rejected after special examination during the fiscal year ending June 30, 1894	3,434
Total amount represented by first payment on claims rejected after special examination during the fiscal year ending June 30, 1894	$3,329,875.74

RECAPITULATION.

Amount saved through recovery of illegal payments	14,590.14
Amount saved through rejection of claims after special examination	3,329,875.74
Total	3,344,465.88

ent showing the character and amount of criminal work performed by special examiners during the fiscal year ending June 30, 1894.

er of criminal reports submitted	4,764
er of arrests made	198
er of indictments found	464
er of convictions secured	194
er of persons sentenced	120
er of persons acquitted	60
er of cases nolle prossed	5

n the basis of investigations made by special examiners, there were 301 cases itted and 309 persons recommended for criminal prosecutions.

ent showing the work accomplished by the review section during the fiscal year ending June 30, 1894.

ge number of reviewers employed	7
number of days employed	2,520
er of cases referred for admission	3,584
er of cases referred for rejection	3,061
er of cases referred for further examination	17,303
er of cases otherwise disposed of	2,888
number of cases reviewed	26,836
ge number of cases reviewed per reviewer	3,834
er of letters written to special examiners	1,261
er of circular letters sent to special examiners	1,103

E No. 18.—*Names of surviving widows of Revolutionary soldiers on the pension rolls June 30, 1894, with their ages and places of residence at that date.*

Name.	Age.	Name of soldier.	Service.	Town.	State.
, Mary	89	Brown, Joseph	Pennsylvania	Knoxville	Tennessee.
, Nancy	81	Cloud, William	Virginia	Chum	Virginia.
rick, Susannah*	79	Chadwick, Elihu	New York	Emporium	Pennsylvania.
n, Esther S	80	Damon, Noah	Massachusetts	Plymouth Union	Vermont.
art, Sarah C.*	76	Weeks, Elijah	do	Chatham Valley	Pennsylvania.
, Nancy	80	Darling, James	North Carolina	Jonesboro	Tennessee.
, Rebecca	81	Mayo, Stephen	Virginia	Newbern	Virginia.
rdson, Patty	93	Richardson, Godfrey.	New York	East Bethel	Vermont.
, Mary	78	Snead, Bowdoin	Virginia	Parksley	Virginia.
hter, Ann M.*	84	Slaughter, Philip	do	Mitchell's Station.	Do.
er, Asenath	89	Durham, Samuel	Connecticut	Manchester	New York.
herman, Nancy	84	Glascock, Robert	Virginia	Lineback	Tennessee.

* Daughters pensioned by special acts.

TABLE NO. 19.—*Names of forty-five surviving soldiers and sailors of the war of 1812 on the pension rolls June 30, 1894, with their ages and residences at that date.*

Name.	Age.	Service (troops).	Town.	State.
Allen, George R	100	New York	Norwood	New York.
Bacon, Zephaniah	101	....do	West Fort Ann	Do.
Brown, Hosea	102	....do	Grants Pass	Oregon.
Cleveland, Moses	95	....do	National Home	Wisconsin.
Coffman, Joseph	92	United States	Milsaps	Texas.
Corbin, Joab	95	New York	Lapeer	Michigan.
Covenhoven, Elias E	100	....do	Petries Corners	New York.
Cronk, Hiram	94	....do	North Western	Do.
Curd, Jarrot	98	Tennessee	Pine Wood	Tennessee.
Cypher, John	99	New York	Farmers Creek	Michigan.
Drouillard, Joseph	97	United States	Gallipolis	Ohio.
Follet, Oren	97	U. S. (Navy)	Sandusky	Do.
Franklin, Andrew	101	Ohio	Burlington	Kansas.
Furgeson, Jared	97	United States	Decorah	Iowa.
Glenn, Elijah	98	Maryland	Newark	New Jersey.
Hooper, James	91	U. S. (Navy)	Baltimore	Maryland.
Higgins, Saul C	100	Massachusetts	West Gorham	Maine.
Jones, George W	91	United States	Washington	District of Columbia.
Kinsel, John	95	Massachusetts	Hager City	Wisconsin.
Klock, Abraham	93	New York	Brier Hill	New York.
Lumberson, John	88	United States	Baltimore	Maryland.
Lowell, James B	97	Massachusetts	Falmouth	Maine.
Lejeune, Laman	98	Louisiana	Thibodeaux	Louisiana.
Linta, Frederick	99	New York	Alder Creek	New York.
Miller, Charles	100	....do	Boonville	Do.
Mickley, Daniel	98	Pennsylvania	Waynesboro	Pennsylvania.
Markle, Frederick C	99	New York	Hurley	New York.
Morris, Henry	94	....do	Port Chester	Do.
Moss, William C	91	Connecticut	Stonington	Connecticut.
McCoy, David	104	Kentucky	Redland	California.
Nye, Cornelius	98	United States	Lynn	Massachusetts.
Phillips, Henry	100	....do	Lawton Station	New York.
Parks, Davis	99	New York	De Witt	Michigan.
Robinson, Thomas	97	Connecticut	Wolcott	Connecticut.
Root, Amon S	101	....do	Whitewater	Wisconsin.
Smith, Eleazor	98	New Hampshire	Alexandria	New Hampshire.
Sowle, Israel	100	Massachusetts	Westport	Massachusetts.
Spinney, Thomas	93	Maine	Parker Head	Maine.
Smart, Edward	97	Massachusetts	North Dixmont	Do.
Sturtevant, Thomas M	94	New York	Madison	New Jersey.
Sexton, Isaiah B	89	....do	Sparta	Michigan.
Sevey, Ira	95	United States	Mount Vernon	Maine.
Thomas, Jacob	96	....do	Millington	Michigan.
Wares, Silas	95	New York	Waukesha	Wisconsin.
Yancey, William R	93	United States	Daphne	Alabama.

REPORT OF ASSISTANT SECRETARY JOHN M. REYNOLDS.

DEPARTMENT OF THE INTERIOR,
Washington, November 1, 1894.

To the SECRETARY:

I have the honor to submit herewith my report of the work accomplished by the Board of Pension Appeals, under my supervision, during the fiscal year ended June 30, 1894, and also, as supplemental thereto, during the period from said date to November 1, 1894.

The work performed during the foregoing period, embracing the final adjudication and decision of appeals from the adverse action of the Commissioner of Pensions in claims for pension and bounty land, appeals relating to questions of attorneyship and fees of attorneys in pension cases, consideration of motions for a review of departmental decisions, and the current correspondence of my office with claimants and attorneys, is fully set forth and summarized in the following tabulated statements:

ANNUAL STATEMENT.

ORIGINAL APPEALS.

TABLE I.—*Statement showing disposition of pension claims from July 1, 1893, to June 30, 1894.*

Month.	Appeals pending on the 1st of the month.	Appeals filed during the month.	Total.	Action of the Pension Office sustained.	Action of the Pension Office reversed.	Reconsidered by the Pension Office pending appeal.	Appeals dismissed.	Total appeals disposed of.
1893.								
July	4,457	165	4,622	337	22	5	73	437
August	4,185	53	4,238	308	4	7	79	398
September	3,840	238	4,078	298	14	7	46	365
October	3,713	135	3,848	197	7	2	24	230
November	3,618	232	3,850	148	17	18	21	204
December	3,646	155	3,801	142	26	6	16	190
1894.								
January	3,611	324	3,935	252	12	8	16	288
February	3,647	277	3,924	238	24	2	17	281
March	3,643	193	3,836	217	16	5	14	252
April	3,584	341	3,925	382	18	5	41	446
May	3,479	314	3,793	1,193	93	8	32	1,326
June	2,467	200	2,667	971	82	23	19	1,095
July	1,572	.....	.....	.....	.....	.....	.....	.....
Total	.....	2,627	.....	4,683	335	96	398	5,512

MOTIONS FOR RECONSIDERATION.

TABLE II.—*Statement showing disposition of motions for reconsideration from Jul 1893, to June 30, 1894.*

Month.	Motions for reconsideration pending on the 1st of the month.	Motions for reconsideration filed during the month.	Total.	Motions for reconsiderations overruled.	Motions for reconsideration sustained.	Reconsidered and allowed by the Commissioner.	Motions for reconsideration dismissed.	Total motions for reconsideration disposed of.	Letters referred to the Commissioner.	Let se
1893.										
July	148	5	153	11	1	.....	2	14	1,165	
August	139	7	146	21	1	.....	2	24	1,062	
September	122	5	127	10	.....	2	.....	12	687	
October	115	9	124	16	1	1	.....	18	795	
November	106	8	114	16	1	.....	1	18	1,430	1
December	93	11	107	14	2	.....	2	18	1,020	
1894.										
January	89	2	91	15	.....	.....	2	17	1,334	
February	74	11	85	10	.....	.....	.....	10	1,205	
March	75	15	90	29	1	.....	.....	30	1,170	
April	60	14	74	26	3	1	.....	30	1,285	
May	44	25	69	58	3	.....	.....	61	1,585	
June	8	25	33	28	1	.....	.....	29	1,020	
July	4	.....	.....	.....	.....	.....	.....	.....	.....	...
Total	.....	137	.....	254	14	4	9	281	13,758	1

FEE APPEALS.

TABLE III.—*Statement showing disposition of appeals relating to attorneyship and from July 1, 1893, to June 30, 1894.*

Month.	Fee appeals pending on the 1st of the month.	Fee appeals filed during the month.	Total.	Action of Pension Office sustained.	Action of Pension Office reversed.	Reconsidered by the Pension Office pending appeal.	Fee appeals dismissed.	Tota app disp of du th mon
1893.								
July	99	38	137	35	2	18	2	
August	80	23	103	19	2	9	.....	
September	73	62	135	42	2	15	.....	
October	76	26	102	18	1	2	.....	
November	81	57	138	30	.....	9	3	
December	96	43	139	16	2	8	.....	
1894.								
January	113	30	143	20	3	17	1	
February	102	73	175	27	4	6	.....	
March	138	32	170	26	2	8	.....	
April	134	36	170	33	1	11	1	
May	124	45	169	65	5	8	3	
June	88	35	123	27	2	8	1	
July	85	.....	.....	.....	.....	.....	.....	.....
Total	.....	500	.....	358	26	119	11	

RECAPITULATION.

ORIGINAL APPEALS.

Appeals pending July 1, 1893	4,457	
Appeals filed from July 1, 1893, to June 30, 1894	2,627	
Total		7,084
Appeals wherein Pension Office was sustained	4,683	
Appeals wherein Pension Office was reversed	335	
Appeals reconsidered by Pension Office pending appeal	96	
Appeals dismissed	398	
Total		5,512
Appeals pending July 1, 1894		1,572

MOTIONS FOR RECONSIDERATION.

Motions for reconsideration pending July 1, 1893	148	
Motions for reconsideration filed from July 1, 1893, to June 30, 1894	137	
Total		285
Motions for reconsideration overruled	254	
Motions for reconsideration sustained	14	
Motions for reconsideration allowed by Pension Office	4	
Motions for reconsideration dismissed	9	
Total		281
Motions for reconsideration pending July 1, 1894		4

FEE APPEALS.

Fee appeals pending July 1, 1893	99	
Fee appeals filed from July 1, 1893, to June 30, 1894	500	
Total		599
Fee appeals wherein Pension Office was sustained	358	
Fee appeals wherein Pension Office was reversed	26	
Fee appeals reconsidered by Pension Office pending appeal	119	
Fee appeals dismissed	11	
Total		514
Fee appeals pending July 1, 1894		85

CORRESPONDENCE.

Letters referred to the Commissioner of Pensions	13,758
Letters sent	10,446

SUPPLEMENTAL STATEMENT.

ORIGINAL APPEALS.

TABLE IV.—*Statement showing disposition of pension claims from July 1, 1894, to November 1, 1894.*

Month.	Appeals pending on the 1st of the month.	Appeals filed during the month.	Total.	Action of the Pension Office sustained.	Action of the Pension Office reversed.	Reconsidered by the Pension Office pending appeal.	Appeals dismissed.	Total appeals disposed of.
1894.								
July	1,572	445	2,017	354	65	.....	.....	419
August	1,598	226	1,824	291	114	12	.....	417
September	1,407	252	1,659	393	113	1	.....	507
October	1,152	261	1,413	505	176	4	.....	685
November	728	.....	.....	.....	.....	.....	.....	.....
Total	.....	1,184	.....	1,543	468	17	.....	2,028

MOTIONS FOR RECONSIDERATION.

TABLE V.—*Statement showing disposition of motions for reconsideration from July 1 1894, to November 1, 1894.*

Month.	Motions for reconsideration pending on the 1st of the month.	Motions for reconsideration filed during the month.	Total.	Motions for reconsideration overruled.	Motions for reconsideration sustained.	Reconsidered and allowed by the Commissioner of Pensions.	Motions for reconsideration dismissed	Total motions for reconsiderations disposed of.	Letters referred to the Commissioner of Pensions.	Letter sent.
1894.										
July	4	3	7	.....	.....	.....	.....	.....	1,300	91
August	7	30	37	2	.....	.....	.....	2	990	65
September	35	10	45	15	.....	.....	.....	15	825	60
October	30	25	55	40	4	.....	4	48	1,190	80
November	7	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	68	.....	57	4	.....	4	65	4,305	2,978

FEE APPEALS.

TABLE VI.—*Statement showing disposition of appeals relating to attorneyship and fees from July 1, 1894, to November 1, 1894.*

Month.	Fee appeals pending on the 1st of the month.	Fee appeals filed during the month.	Total.	Action of the Pension Office sustained.	Action of the Pension Office reversed.	Reconsidered by the Pension Office, pending appeal.	Fee appeals dismissed.	Total fee appeals disposed of during the month.
1894.								
July	85	57	142	15	1	5	3	2
August	118	37	155	36	4	12	1	5
September	102	41	143	25	2	9	3	3
October	104	62	166	67	4	25	2	9
November	68	.....	.....	.....	.....	.....	.....	.....
Total	.....	197	.....	143	11	51	9	21

RECAPITULATION.

ORIGINAL APPEALS.

Appeals pending July 1, 1894	1,572	
Appeals filed from July 1, 1894, to November 1, 1894	1,184	
Total		2,75
Appeals wherein Pension Office was sustained	1,543	
Appeals wherein Pension Office was reversed	468	
Appeals reconsidered by Pension Office pending appeal	17	
Appeals dismissed		
Total		2,02
Appeals pending November 1, 1894		72

MOTIONS FOR RECONSIDERATION.

Motions for reconsideration pending July 1, 1894	4	
Motions for reconsideration filed from July 1, 1894, to November 1, 1894	68	
Total		72
Motions for reconsideration overruled	57	
Motions for reconsideration sustained	4	
Motions for reconsideration allowed by Pension Office		
Motions for reconsideration dismissed	4	
Total		65
Motions for reconsideration pending November 1, 1894		7

FEE APPEALS.

Fee appeals pending July 1, 1894	85	
Fee appeals filed from July 1, 1894, to November 1, 1894	197	
Total		282
Fee appeals wherein Pension Office was sustained	143	
Fee appeals wherein Pension Office was reversed	11	
Fee appeals reconsidered by Pension Office pending appeal	51	
Fee appeals dismissed	9	
Total		214
Fee appeals pending November 1, 1894		68

CORRESPONDENCE.

Letters referred to the Commissioner of Pensions	4,305
Letters sent	2,978

It will be observed from the foregoing tables that the hope expressed in my last report, that by the end of a year from that date (November 1, 1893) the large accumulation of appeals then appearing upon the docket would be disposed of and the business brought up to date, has been more than realized. Since the expiration of the fiscal year ended June 30, 1893, there have been considered and determined 8,614 appeals and motions for reconsideration. The small balance of arrears shown by the foregoing tables to be standing upon the docket is more nominal than real, consisting almost entirely of claims which are undergoing further investigation and adjudication in the Pension Bureau, and in which the papers are not at present obtainable, and of some other claims which for their final decision await the determination of some important legal questions that will be decisive of all. Had it been possible to obtain the papers in all appealed claims the docket would have been clear of even the slight nominal balance appearing thereon at this date.

The great volume of work disposed of during the past year bears striking testimony to the commendable industry, zeal, and efficiency with which the regular and detailed members of the Board of Pension Appeals have seconded my efforts and responded to my wishes to bring this work up to date, and to clear away the accumulation of the past five or six years, so that appeals in pension cases could be heard and determined with reasonable celerity, and without subjecting claimants to long and exasperating delay, as in the past, a result which has now been attained for the first time since the close of the administration of Secretary Vilas. It presents, furthermore, a record for work which in volume is exceptional, and in merit I am content that it shall speak for itself. That the work has been carefully, faithfully, and conscientiously performed is evidenced by the fact that the decisions of the Department have met with the general commendation of both claimants and attorneys, and by the exceedingly small number of errors which have been called to the attention of the Department in the disposal of this large number of cases. This fact, as well as the importance and value

to claimants and attorneys of a large number of rulings that have been made, will more fully appear by the following necessarily brief and incomplete review and statement of the

CHARACTER OF THE WORK.

The rulings which have been made in cases arising on appeal since entering upon my duties as Assistant Secretary may be divided into four groups, as follows:

(1) Decisions by which Erroneous Practices in the Adjudication of Pension Claims by the Bureau of Pensions have been Corrected.

Under this head probably the most important and prominent decision rendered was that in the case of Charles T. Bennett (7 P. D., 1), decided May 27, 1893, laying down the proper rules of construction and the legal basis for pension under section 2 of the act of June 27, 1890, and overruling and correcting the former illegal and indefensible construction placed thereon by order No. 164 of the Commissioner of Pensions of October 15, 1890. As this decision was mentioned and fully set forth in my last report, it will be unnecessary to more than mention it here. The same may be said with reference to the decision in the case of Timothy L. Carley, rendered August 18, 1893 (7 P. D., 13), which fixed the proper date for commencement of pension, under the second section of the act of June 27, 1890, and corrected the illegal practice which had obtained in the Pension Bureau relative thereto.

By a decision rendered in the case of John P. Besser (7 P. D., 146) an order of the late Commissioner of Pensions of September 6, 1892, by which the illegal rate of $18 was retained in the cases of certain pensioners then upon the roll, was abrogated. This rate had been, by an unbroken line of former departmental decisions, declared to be abolished by the passage of the act of March 3, 1883, and to be an illegal rate from and after that date.

In the case of John Spencer (7 P. D., 152), decided December 23, 1883, it was held that money benefits granted to sailors in the Navy, under sections 4756 and 4757, Revised Statutes, were pensions, and a decision of the preceding administration (6 P. D., 167) holding a contrary view was overruled.

In the case of William T. Coburn (7 P. D., 182), decided February 24, 1894, the nature and character of a deserter's release, granted by the War Department under the provisions of the act of May 11, 1890, was defined. It was held, contrary to the view which had previously obtained in the practice of the Pension Bureau, that such a release was in no sense a discharge from the service such as is required to give pensionable status under the law.

In the case of James A. Hayes (7 P. D., 190), decided February 7, 1894, the pensionable dependence of a father under the provisions of section 1 of the act of June 27, 1890, was defined, it being held that the

provisions of said section must be considered in connection with the provisions of section 4707 Revised Statutes, and that a person could not be pensioned as a dependent father thereunder who was shown to be amply able to provide for his own subsistence.

(2) RULINGS BY WHICH FORMER ILLEGAL DEPARTMENTAL DECISIONS HAVE BEEN MODIFIED OR OVERRULED.

This class embraces quite a large number of cases which have been decided on appeal, but only a few of the more important can be here mentioned.

In the case of Andrew J. Shannon (7 P. D., 64), decided November 24, 1893, it was held that provost marshals and all other persons who were not regularly enlisted, mustered, or included in the military or naval service of the United States during the war of the rebellion, but for whom pension is provided by the second, third, fourth, and fifth subdivisions of section 4693, Revised Statutes, were not entitled to pension under the act of June 27, 1890. This ruling set aside a number of decisions of the preceding administration, under which such persons had been admitted to the rolls under said act.

In the case of Alvin West (7 P. D., 74), decided October 26, 1893, the Department overruled a former decision in the case of Louisa S. Norris (5 P. D., 42), and clearly pointed out the distinction to be drawn between persons serving in militia organizations which were included in the Army of the United States by proclamation of the President, and those who were never in the military service of the United States even temporarily.

In the case of Ezra R. Reed (7 P. D., 95), decided December 13, 1893, and of Milo B. Osterhout, decided July 1, 1894 (in press), several decisions of the preceding administration which led to most anomalous results, were overruled. These erroneous decisions referred to—Russell S. Cole (4 P. D., 141), John R. McCoy (5 P. D., 69), Charles F. Kibler (No. 492353), and Louis Pereles (No. 571677)—had announced a rule that a prisoner of war who deserted to the enemy and joined the Confederate army and afterwards returned and succeeded in obtaining a discharge from his previous service in the Federal Army, should be given a pensionable status upon his own unsupported statement that his conduct was intended as a device or plan to escape from prison and rejoin his original command, and this statement should be accepted as sufficient to avoid the provisions of section 4716, Revised Statutes, which prohibit the payment of pension to any person who voluntarily aided or abetted the rebellion. This view necessitated the holding that such persons are in line of duty for pensionable purposes during the whole period that such alleged scheme or plan of escape and return was in progress, even though during a portion of that time they had been actually serving in the ranks of the enemy.

In none of these cases, nor in any other similar ones adjudicated under said decisions by the Pension Bureau, did it appear from the proof or the circumstances of the case that the claimants had acted in good faith and deserted their country and their flag and joined the enemy for the purpose of escaping and returning to their commands. Said rulings operated as a marked injustice to those soldiers who had faithfully served without a stain upon their military records and who were required, in order to establish a pension claim, to produce proof of the necessary facts other than their own statements. It frequently resulted, as in the case of Pereles above mentioned, in the granting of pension to persons where it was conclusively established that the disability on account of which pension was granted had been incurred while actively serving against the Government in the ranks of the enemy. The ruling in the Reed and Osterhout cases, while not denying that in some very exceptional case it might be possible to prove the good faith of a person who had thus acted, held that such fact must be established by the most conclusive and positive testimony, and that not only direct proof, but all the circumstances of the case must join to show that the desertion was not only for the purpose claimed, but that it was followed by as early an escape and return to his command as the circumstances surrounding the claimant could reasonably justify.

Somewhat similar in their results were the rulings made by my predecessor in the cases of Garrison (6 P. D., 289), decided March 11, 1893; Coffey (4 P. D., 285), decided December 16, 1890; Martin (6 P. D., 107), decided September 28, 1892; Collins and Gilleland (6 P. D., 27), decided January 28, 1893, and others, holding that the act of June 27, 1890, was legislation of such an independent and special nature that it was not controlled or affected by, nor to be construed in connection with any of the prior and general provisions of the pension law, but was to be executed in accordance with its own terms exclusively. This necessitated the holding, in some of the cases above mentioned, that applicants for pension under said act were not affected by the provisions of section 4716, Revised Statutes, prohibiting the payment of pension to those who had voluntarily aided or abetted the rebellion, thereby pensioning those who had served for ninety days in the Union Army and obtained an honorable discharge even though it appeared that the inability to earn a support, which was the basis of their claims under said act, had resulted directly from disease or injury incurred while actively serving against their country in the ranks of the Confederate army. These rulings, and those just previously mentioned, are the only known instances where this Department has ever held that disabilities resulting from service in the cause of the rebellion were legally pensionable, but they have been set aside by the decisions rendered by me September 6, 1894, in the cases of Sarah M., widow of G. W. H. Ozborn, and Job White (in press), and a doctrine, welcome to every tried and true

soldier of the Republic, announced instead, that inability to earn a support by manual labor due to disability incurred while aiding and abetting the late rebellion confers no title to pension.

It was held by the last administration in the cases of Falkenburg (3 P. D., 336), Van Fossen (3 P. D., 347), Taft (5 P. D., 310), and Wempe (3 P. D., 339), that where a claimant for pension had deserted from one command and joined another command, and received an honorable discharge from his last enlistment, he occupied a pensionable status notwithstanding the refusal of the War Department to recognize his second service as legal. These rulings were contrary to all former decisions, and have been overruled by a decision rendered April 6, 1894, in the case of Joseph C. Williams (7 P. D., No. 98).

In a number of decisions rendered by my immediate predecessor, involving the question of line of duty, the rule laid down upon that subject in the opinion of Attorney General Cushing, of May 17, 1855, which had been accepted from that date up to the incoming of the last administration as the correct guide in all such questions, was ignored, and many wholly indefensible rulings were made, by which large numbers of persons not entitled to pension under the law were admitted to the rolls. A few instances will be sufficient to give an idea of these rulings. In the case of the widow of Andrew McNeil (3 P. D., 26), a soldier, injured in a wrestling match with a comrade, was held to have been in line of duty. In the case of James E. Harrison, a soldier, wounded by the accidental discharge of his gun while absent from his command and engaged in hunting for his own recreation, was held—by a decision rendered July 27, 1892, overruling two former departmental decisions to the contrary—to have been injured in line of duty and pensionable. This decision was overruled December 22, 1893 (7 P. D., 97). In the case of the widow of James Ellason, (3 P. D., 100) it was held that a soldier was in line of duty while absent from his command on individual furlough, visiting his family. In the case of Alfred C. Taft (5 P. D., 110), it was held that disabilities, incurred while the soldier was absent, in desertion, from his command were incurred while in line of duty and pensionable. In the case of Henry A. Helmer (3 P. D., 111), overruling a former decision in the same case, it was held that a soldier injured by being thrown from a horse which he was riding for his own pleasure, and which he had been warned not to ride by his captain, to whom the horse belonged, had incurred disability while in the line of duty. The same disregard of all the rules which had theretofore governed in considering the question of line of duty was exhibited in many other instances too numerous to mention here, but all such have been overruled, and the rule, as formerly laid down in an unbroken line of decisions by this Department, has been reannounced, and the views expressed by Attorney General Cushing in such cases adhered to.

A number of decisions based upon a most unwarrantable and unreasonable construction of the provisions of the act of August 7, 1882,

relative to the forfeiture of the pensions of widows guilty of "open and notorious adulterous cohabitation," were rendered during the last administration, which tended to completely subvert the object and purpose of said provisions and to nullify the law, and resulted in the placing on the pension roll of unworthy and profligate women. These decisions have been overruled in the cases of Ann Manning and Sarah J. Grooms (7 P. D., 205 and 207), and it is now held, in harmony with the construction placed upon said act by all previous administrations, that notorious illicit intercourse on the part of a soldier's widow, after the passage of said act, is a bar to pension, whether she be a pensioner or merely an applicant for pension, and may be proved by her conduct in habitually, openly, and notoriously consorting with one or more persons of the opposite sex under circumstances which would lead the guarded discretion of a reasonable and just man to infer from such relation, as a necessary conclusion, that it was illicit.

(3) DECISIONS BY WHICH FORMER DEPARTMENTAL RULINGS AND THE PRACTICE OF THE PENSION BUREAU HAVE BEEN RENDERED MORE LIBERAL TO CLAIMANTS.

A great many decisions have been rendered by me, embraced in the third group, by which a more liberal construction has been placed upon the pension laws, and the practice of the Pension Bureau rendered more in accord with the spirit of justice and liberality in which they were enacted by Congress.

One of the earliest of these, rendered June 27, 1893, relating to the construction of the act of August 5, 1892, conferring pension upon Army nurses, was mentioned in my last report to you. It is not necessary, therefore, to make further reference to this ruling, except to call attention to the fact that it met with prompt recognition and commendation on the part of those most interested, and especially from Mrs. Annie Whittenmeyer, who, in conveying the thanks of the National Woman's Relief Corps of the Grand Army of the Republic for the "wise and generous rulings in regard to the Army nurses' pension law," stated, "You have by your generous rendering of the law greatly helped me in my difficult duties."

The act of June 27, 1890, declared that all pensions theretofore granted to insane, idiotic, or helpless minor children should continue during the life of such child or for the period of such disability. My predecessor held, however, in the case of Schuyler Kephart (4 P. D., 419), that pensions in such cases, which had ceased before the passage of said act, could not be revived. This ruling has been reversed, and all such claimants restored to the rolls, by the decision, rendered March 24, 1894, in the case of the minors of Jacob Loeb (7 P. D., 163).

Following the conclusions by which Confederate soldiers were held to be pensionable under the act of June 27, 1890, upon the view that said act was independent legislation not subject to the general provisions of the pension law, the last administration also held that said act

was not subject to the provisions of the Revised Statutes regulating the payment of accrued pensions to the date of the death of the pensioner, or applicant, and denied the same to the widow or children of the soldier, and to the person who bore the expenses of his last sickness and burial, and claimed reimbursement. This harsh ruling was reversed by a decision rendered, May 14, 1894, in the case of Adolph Bernstein (7 P. D., 229), and the accrued pension was directed to be paid, since September 18, 1892, the date of the former decision, to the widow and children of the dead soldier, or to the person who nursed him in his last sickness and bore the expenses of his decent burial. The effect of the former rulings, which held that the act of June 27, 1890, was independent legislation, had been to withhold from their widows or orphans the accrued pension due upon the death of faithful Union soldiers, and to require the payment of pension to persons who had actively engaged in rebellion against the Government, and, frequently, on account of disability incurred while serving in the Confederate army.

In the case of Sarah A. Morris, decided August 30, 1893, it was held that where, at the date of his death, a soldier leaves a divorced wife and a child over 16 years of age his dependent mother would have a pensionable status under section 4707, other statutory requirements being shown. This had formerly been denied.

In the case of Thomas S. Strange it was decided on September 21, 1893 (7 P. D., 36), that, while long delay of a pensioner in alleging a new disability as a basis for increase would create an adverse presumption, such presumption was open to rebuttal by testimony of officers, comrades, and neighbors, thus promulgating a more liberal rule than had been previously announced in former decisions (3 P. D., 23; 5 P. D., 881, and 6 P. D., 54), wherein it was held that said presumption could only be rebutted by record or medical evidence.

The acts of March 4, 1890, and July 14, 1892, providing the rates of $72 and $50, for disability requiring regular and periodical aid and attendance, respectively, have been construed and the terms thereof more liberally interpreted and generously defined in the interest of claimants by decisions rendered December 3 and December 22, 1893, in the cases of Beers (7 P. D., 113) and Hill (7 P. D., 142).

A more liberal ruling than had theretofore obtained for estimating the length of service in Indian wars of claimants for pension, under the act of July 27, 1892, was announced in the case of David J. Bailey, decided March 30, 1894 (7 P. D., 173).

It was held by the last administration that where a soldier had served for ninety days and was honorably discharged and had reenlisted and died while in the service, his death not being in line of duty, his widow was not pensionable under the act of June 27, 1890, for the reason that he had not received a final honorable discharge from his service during the war of the rebellion. This unjust and illiberal ruling was reversed in the case of Mary E., widow of Samuel H. Walker

(7 P. D., 197), in which I held that death should be considered a final and honorable release from the service, and the widow entitled to pension.

Prior to the incoming of the present administration no ruling had been made clearly defining the language of the act of August 4, 1886, providing the rate of $36 per month for an amputation "at or above the knee," it having been generally held that such amputations should not be lower than at the joint to entitle to that rate. In the case of Lawrence Gates (7 P. D., 200), a decision was rendered April 6, 1894, enlarging and extending the meaning of the term "at the knee," and fixing the lower limit of the knee at the base of the tubercle of the tibia, thereby increasing to $36 the pensions of many maimed soldiers, formerly rated at $30 per month.

In several decisions recently rendered the practice of the Bureau has been materially modified with reference to the date of the commencement of pensions filed in behalf of insane persons and minors. Prior to the rendition of said decisions, such pensions had uniformly been made to commence only from the date of an application filed by a regularly appointed legal guardian. It is now held that such pensions should commence from the date of a declaration filed either by the claimant, himself, or any person for him, although such application might have been filed prior to the appointment of a guardian.

A number of decisions on appeals by attorneys in the matter of fees have been rendered by which the interests of claimants have been protected and large amounts of money have been saved to them which were formerly paid to attorneys under previous rulings. One of these was referred to in my last report by which the fees of attorneys in claims for increase of pension under the act of June 27, 1890, were limited to $2. The same rule has since been applied to claims for the increase of pension provided by the act of January 5, 1893, for survivors of the Mexican war. It has been held that the claim for pension by a widow for herself and her own children, and also for a child of the soldier by a former marriage, constituted but one claim and but one fee could be paid. So, also, that a claim for straight increase and for increase on account of a new disability constituted but one claim and would entitle an attorney to but one fee.

The decisions rendered by me number hundreds in which, on various points, the rights of the pensioner have been protected against every form of extortion.

(4) DECISIONS BY WHICH FORMER IMPORTANT DEPARTMENTAL RULINGS HAVE BEEN AFFIRMED.

It is unnecessary to specify particular decisions in which former important rulings have been affirmed, for the reason that in a vast majority of the cases decided by me the former rulings and decisions of the Department have been followed, and in no instance have they been

disturbed or modified, except where it appeared that the plain requirements of the law, the dictates of justice and sound reason, or the good of the service demanded such action.

It may be stated, in general terms, that in passing upon the cases which have been submitted to me on appeal I have endeavored to look to the law, as written on the pages of the statute books, and to that alone, for guidance, and I believe that the work performed will commend itself from its own merit and inherent justice to the pensioned soldier, his widow, his orphan, and the entire people of the Republic, and this belief is confirmed by the action of the United States Maimed Soldiers' League declaring, through its board of officers, September 7, 1894, "your various decisions in pension appeal cases have done justice to the soldier and his widow and orphan."

RECOGNITION AND FEES OF ATTORNEYS IN PENSION CASES.

Before leaving this subject I desire to call attention to the fact that upon assuming the duties of this office I found the decisions of the Department and the rulings of the Commissioners of Pensions, relative to the recognition of attorneys in pension cases and the adjustment of the fees to which they were entitled under the law, in a state of inextricable confusion. No settled policy appears to have governed the departmental holdings in this class of appeals, but each case appears to have been decided in accordance with the view which obtained at the time, without reference to either previous rulings on similar questions or to its effect in the future. The consequence was that authority on both sides of almost any question arising in matters of attorneyship and fee could be found and cited from the rulings of the Department, and, of necessity, the practice of the Pension Bureau in such matters was equally as uncertain and inconsistent. On the one hand, it was impossible for an honest and reputable attorney to so conduct his business as not to run some risk of being deprived of his fee by reason of the effect of some inconsiderate ruling or decision, and, on the other hand, an unscrupulous practitioner might generally be enabled to find some precedent in support of his unjust demand.

To remedy this evil I at once commenced the promulgation of a line of decisions announcing a fixed, definite, and consistent departmental policy, formulating and establishing clear and certain rules of practice, based solely upon the law, by which I have endeavored not only to protect the rights of claimants, but to do exact justice to attorneys.

These decisions will appear in volume 7 of Decisions of this Department in Appealed Pension Claims, now in course of preparation. They have resulted in establishing a definite, consistent, and intelligible practice in the adjustment of such questions in the Pension Bureau, and, in a very great degree, have corrected the confusion, uncertainty, and errors which formerly marked their adjudication, meeting with general

commendation from claimants and attorneys alike, and, it is believed, furnish a basis for an equitable and satisfactory practice in such cases in the future.

LEGISLATION RECOMMENDED.

It having been held that the provisions of section 4718 Revised Statutes, providing for the disposition of accrued pension were applicable only to the pensions of soldiers and not to those of widows, minors, or dependent relatives, you were pleased, on a communication from me setting forth sufficient reasons to transmit to Congress at its last session a recommendation for the passage of a bill amending the law so as to extend its provisions to the cases of widows and dependent relatives of soldiers, and thus remedy the injustice of the present law in forfeiting the accrued pension of this class of pensioners, and permit payment to be made from the accrued pension to the persons who bore the expenses of their last sickness and burial. I again suggest that this matter be brought to the attention of Congress.

I also believe it important that power should be conferred by law upon the Commissioner of Pensions to order that where a soldier in receipt of a pension unlawfully abandons his family and neglects to provide for them, such pension or a part thereof might be paid to his wife, or to some one in trust for his helpless minor children under pensionable age; and I suggest that such legislation be recommended to Congress, thereby applying the law to the case of a father that is now applicable, under like circumstances, to the mother.

Attention is also directed to the fact that by the third section of the act of June 27, 1890, provision is only made for pensioning the minors of a soldier under 16 years of age in the event of the death or remarriage of the soldier's widow, their mother, there being in said section no direct and positive grant of pension to such minors in case of the death of the soldier leaving no widow, and the authority for pensioning under said section, minors so situated, has rested solely upon implication and departmental construction, such being the evident intention of Congress, but without any direct authority of law to sustain it. I think that the pensionable rights, under said section, of this class of minors, should not be permitted to rest upon so uncertain and precarious a foundation, liable to be modified or destroyed at any time by a change of opinion and construction on the part of those having in charge the execution of the law, and I, therefore, recommend that Congress be urged to so amend said section as to provide therein a direct grant of pension to the soldier's children under 16 years of age, upon the death of the father leaving no widow surviving, thus establishing the rights of such minors as have already been granted pension thereunder beyond question or the possibility of change, and also, definitely and finally determining the pensionable status under the law of those whose claims may be hereafter adjudicated.

I also invite your attention to a manifest inequality in the laws governing allowance of pension to soldiers' widows, to the end that Congress may be advised of the same. You are aware that by statutory enactment and decisions of the courts, the various States of the Union, save perhaps three, have recognized and applied the rules of the common law governing marriage. A valid marriage in these States may be contracted *per verba de praesenti* and, upon the holding that marriage is a civil contract, such a marriage may be proved by evidence of acts of recognition, matrimonial cohabitation, general reputation, and the declarations and conduct of the parties. The Supreme Court of the United States has gone so far—in the case of Meister *v.* Moore (96 U. S., 76)—as to hold that even though a State statute prescribes direction as to *solemnization* of marriage, a marriage contracted at common law shall be valid unless the statute contains *express words of nullity.*

That a marriage must be proved according to the laws of the State where it was contracted is a rule that governs in the adjudication of pension claims (sec. 2, act of August 7, 1882). As early as March 3, 1873, Congress realized that the application of the above rule to claims filed by alleged widows of *negro* soldiers would lead to manifest injustice, since the widow in Tennessee would be pensionable, while the widow in Kentucky, with even better proof of marriage, could not be. Hence Congress enacted section 4705 of the Revised Statutes, making a marriage law which is universally applicable to the widows of colored or Indian soldiers *in every State in the Union.* But Congress has not been so considerate of the widows of our white soldiers, and I hereby invite your attention to the anomalous and lamentable fact that under exactly the same conditions the widow of a white soldier in Maryland has no pensionable status, while in the same State the widow of a negro soldier has. This is also true as to the States of Massachusetts and Kentucky, and I suggest that there should be enacted such a law as will make proof of marriage in the prosecution of pension claims universal throughout the United States, removing thereby this discrimination and injustice.

RULES OF PRACTICE.

In my last report I stated that there had been prepared and promulgated, with your approval, a new code of rules regulating practice before this Department and the Bureau of Pensions in appealed pension cases. I am happy to state that the practical application of these rules for the past year has proved their efficacy and usefulness in rendering the practice of the Department more certain, specific, and expeditious in disposing of the business before it, and has fully realized the hope then expressed as to their usefulness and benefit.

PRESENT ORGANIZATION OF THE BOARD OF PENSION APPEALS.

I am also gratified to be able to state that the plan upon which I reorganized the Board of Pension Appeals, as fully set forth in my last

report, has more than met the expectations then expressed, and has resulted in rendering the decisions of the Department more harmonious and consistant than formerly, and has contributed in no slight degree to the accomplishment of the large amount of business disposed of during the past year.

CONCLUSION.

In conclusion I desire to call attention to the fact that, upon taking charge of the office of Assistant Secretary in April, 1893, I found 4,965 appeals pending on the docket, with the work of the Board of Appeals more than two years behind. In eighteen and one-half months, with 5,847 additional appeals entered during that period, the current appeals are being decided, and tardy justice no longer follows an appeal to this Department by any deserving soldier, widow, or orphan. Thus 10,000 cases have been considered on appeal and finally ruled upon, a greater number than was ever before disposed of in the same length of time, and more than double the number considered in any like period under my predecessor. This statement is more than borne out by a comparison of the amount of work disposed of per month by the Board of Pension Appeals during the four years from March, 1889, to April, 1893, and the amount disposed of per month from the latter date to the present time, which shows that during the former period the average number of appeals acted upon per month was less than 350, and during the latter period more than 550.

I would also call attention to the fact that in the whole number of cases decided on appeal during the four years of the incumbency of my predecessor those in which the action of the Commissioner of Pensions adverse to the claimant was affirmed amounted to 88.86 per cent and those in which such action was reversed to 11.14 per cent. During the period since I entered upon the duties of this office the cases in which the action of the Commissioner of Pensions has been affirmed have amounted to 90.68 per cent, and those in which such action has been reversed in favor of the claimant to 9.32 per cent of the whole number decided on appeal.

It is but fair that I should call attention to the fact that such gratifying results could not have been accomplished had it not been for the industry, efficiency, and earnest effort of the regular and detailed members of the Board of Pension Appeals and the clerks and typewriters employed upon this work, and I hereby tender them my thanks, and take great pleasure in calling to your attention the praiseworthy zeal which has characterized their devotion to the public business upon which they have been employed.

Respectfully submitted.

JNO. M. REYNOLDS,
Assistant Secretary.

Hon. HOKE SMITH.

REPORT

OF

THE COMMISSIONER OF LABOR

IN CHARGE OF

THE ELEVENTH CENSUS.

DEPARTMENT OF THE INTERIOR,
CENSUS OFFICE,
Washington, D. C., July 10, 1894.

SIR: I have the honor to submit herewith a report of the operations of the Census Office for the fiscal year ending June 30, 1894.

The total disbursements on account of the Eleventh Census, to and including the date named, amount to $10,365,676.81. This sum has been expended under different appropriations as follows:

Expenses Eleventh Census	$8,475,149.12
Farms, Homes, and Mortgages	1,287,072.68
Printing, engraving, and binding	603,455.01

The organization of the Census Office June 30, 1893, was as follows:

Superintendent's Office:		
Chief Clerk's Branch	94	
Geographical Section	14	
Disbursing Clerk's Office	6	
		114
First division—Population		236
Second division—Manufactures		218
Third division—Agricultural		199
Fourth division—Farms, Homes, and Mortgages		116
Fifth division—Vital Statistics	36	
Special Classes	17	
		53
Sixth division—Educational	11	
Crime, Pauperism, and Benevolence	9	
Transportation	9	
		29
Seventh division—Wealth, Debt, and Taxation		12
Eighth division—Printing and Stationery		25
Ninth division—Revision and Results		38
		1,040
Special Agents (a)		32
Total		1,072

a Three not under pay.

The organization of the Census Office June 30, 1894, was as follows:

Commissioner's Office:		
Chief Clerk's Branch	71	
Special Classes Section	16	
Geographical Section	11	
Proof-Reading Section	10	
Social Statistics Section	4	
		112
First division—Population		164
Second division—Farms, Homes, and Mortgages		288
Third division—Manufactures		17
Fourth division—Revision and Results		38
Fifth Division—Printing and Stationery		19
Sixth Division—Vital Statistics		29
		667
Special Agents		12
Total		679

Of the above number of special agents, seven are not now under pay. The total force, therefore, receiving compensation was, on the 30th of June last, 672. This number will be reduced during the present month to such an extent that I am of the opinion the census work can be completed ready for the printer under the present appropriation. There will be a necessity for small appropriations at the opening of Congress in December for printing and binding final results and for continuing a force of proof readers and revisers. These necessary appropriations, however, will be small.

Status of Census Reports June 30, 1894, with estimated and actual number of printed pages.

1. Population—Part 1	1,170
2. Population—Part 2	1,180
3. Vital and Social Statistics—Part 1	1,060
4. Vital and Social Statistics—Part 2	1,000
5. Vital and Social Statistics—Part 3	1,000
6. Vital and Social Statistics—Part 4	1,000
7. Insane, Feeble-Minded, Deaf, and Blind	700
8. Crime, Pauperism, and Benevolence—Part 1	650
9. Crime, Pauperism, and Benevolence—Part 2	700
10. Churches	850
11. Manufactures—Part 1	750
12. Manufactures—Part 2	1,050
13. Manufactures—Part 3	700
14. Wealth, Debt, and Taxation—Part 1	a902
15. Wealth, Debt, and Taxation—Part 2	900
16. Insurance—Part 1	1,200
17. Insurance—Part 2	800
18. Agriculture, Irrigation, and Fisheries	1,000
19. Transportation—Part 1	700
20. Transportation—Part 2	700
21. Mineral Industries	a 874
22. Indians	710
23. Alaska	a 294
24. Real-Estate Mortgages	1,200
25. Farms and Homes; Proprietorship and Indebtedness	1,200
Compendium—Part 1.—Statistics of Population	a 1,098
Compendium—Part 2.—Vital and Social Statistics; Educational and Church Statistics; Wealth, Debt, and Taxation; Mineral Industries; Insurance; Foreign-Born Population; Manufactures	a1,070
Compendium—Part 3.—Will contain subjects not included in Parts 1 and 2	1,000
Abstract	a 264

The foregoing statement shows very completely the status of the census reports June 30, 1894.

a Report issued.

The total number of estimated and actual printed pages comprehended in the 25 volumes, as designated, is 22,290, of which the copy sufficient to make 19,440 printed pages has been prepared, leaving the copy sufficient to make 2,850 printed pages still to be prepared. All the copy for the reports above named has been prepared except small portions each of Part 2 of the report on Population, of the report on Vital Statistics, and of the report on Farms and Homes. The copy for the 2,850 printed pages estimated yet to be finished is, of course, in various stages of preparation, but can be all prepared during the next few months, and under the appropriations now available. At the date of the last report of the Superintendent of Census there had been plated of the final reports of the census, 6,298 pages, or, including the regular and extra bulletins and the Compendium, 14,499 pages. On the 30th of June last there had been plated 17,547 pages.

ABSTRACT OF THE ELEVENTH CENSUS.

The act of Congress entitled "An act to provide for further urgent deficiencies in the appropriations for the service of the Government for the fiscal year ending June 30, 1894, and for other purposes," approved April 21, 1894, contained the following provision:

> The Commissioner of Labor in charge of the Eleventh Census is hereby directed to prepare forthwith an abstract giving the state and other totals of the main facts collected at the Eleventh Census, with comparative data, which abstract shall not exceed two hundred and fifty octavo pages, and shall be printed at the Government Printing Office and be ready for distribution on or before the first day of August next. There shall be printed and bound in cloth of such abstract one hundred thousand copies, of which sixty thousand copies shall be for the use of the members of the House of Representatives; thirty thousand copies for the use of the members of the Senate; seven thousand five hundred copies for the use of the Department of the Interior, and two thousand five hundred copies for the use of the Census Office.

In accordance with the foregoing, an Abstract of the Eleventh Census has been prepared and is now ready for distribution, thus coming within the date fixed by the Congress. This Abstract contains, of course, the results only so far as reached. None of the totals relating to Vital Statistics have been incorporated in it, because they can not be made comprehensive enough for the plan contemplated by the Congress; nor are the occupations of the people included, because the classification of occupations has not yet been completed. By the act of Congress approved February 23, 1893, being "An act to provide for the publication of the Eleventh Census," a digest of the census is called for. The digest contemplated is practically the Abstract now printed. But the act just referred to provides for a digest not to exceed 200 pages. The act approved April 21, 1894, provides for an Abstract not to exceed 250 pages. Neither limitation is broad enough for an Abstract which ought to contain comparisons with the census of 1880. There is no necessity for both a digest and an Abstract. I trust, therefore, that the Congress will provide in some deficiency bill in December next for dropping the digest provided for in the act approved February 23, 1893, and substitute for it a second edition of the Abstract provided for in the act approved April 21, 1894, extending its size to 300 pages. This will make a small, compact, octavo volume, containing all the essential totals of the Eleventh Census, and, wherever possible or necessary, bringing them into comparison with the totals for the Tenth Census. The plates used in printing the present Abstract can be utilized to a great extent in printing a revised edition.

In accordance with an act of Congress I took charge of the Census Office October 6, 1893. After examining the condition of the office, I reported to you verbally that by the 30th of June, 1894, the copy for all the volumes of the Eleventh Census could be in hand except copy for parts of three reports. These three reports relate to Population, Vital Statistics, and Farms and Homes. I am very happy to inform you, as you will see by the preceding statements relative to the status of census reports June 30, 1894, that this work has been carried as far as it was contemplated at the time of my verbal report to you in October last. I am happy further to say that, as already intimated, the balance of the reports can be in copy in a very short time, and under the appropriations now available. In completing the census I have adhered to the plans originally laid down for it, especially to the policy often and officially declared by my predecessor, that the Eleventh Census should be purely a statistical census.

Provision should be made for the permanent binding of the schedules of the Eleventh Census, to conform to the custom of the past. I will at the proper time make the requisite recommendations for the same. Thanking you for your support in all matters, without which the work of the census could not have been brought to the present satisfactory state, I am,

Very respectfully, CARROLL D. WRIGHT,
Commissioner of Labor in charge.

The HONORABLE THE SECRETARY OF THE INTERIOR.

REPORT

OF THE

COMMISSIONER OF RAILROADS.

DEPARTMENT OF THE INTERIOR,
OFFICE OF COMMISSIONER OF RAILROADS,
Washington, November 1, 1894.

SIR: In compliance with the provisions of the act approved June 19, 1878, entitled "An act to create an auditor of railroad accounts, and for other purposes" (20 Stat., 169), I have the honor to submit the following report and accompanying exhibits upon the physical and financial condition of the property and affairs of the several railroad companies coming under the jurisdiction of this Bureau, and which have submitted reports to it during the past year according to law.

At the date of my last report there had just begun to be felt by the railways of the country the effects of a financial and industrial depression which, originating in Australia, had swept over the continent of Europe and cast its blight upon the British islands. Continuing westward across the Atlantic, it had, before reaching the United States, prostrated every industry in South and Central America and in Mexico. The causes of a commercial depression so general and so widespread, accompanied as it was by a stringency in the money markets amounting to a panic, puzzled the best minds of Europe and America. The distress which it created was marked by an incomprehensible lack of business confidence, except upon the theory that, the time having arrived for liquidation, suspicion was general that money was not available for adjustment; but results have shown that the savings banks of the country were never in better condition, or had more money on deposit, than at the time of greatest difficulty in obtaining loans and discounts.

Notwithstanding the depression the Union Pacific (including the Kansas Pacific) is the only one of the bond-aided railways which, during the period mentioned, passed into the hands of receivers. The dismemberment of this splendid system by the appointment of separate

receivers for the Oregon Railway and Navigation Company, the Denver, Leadville and Gunnison, the Denver and Gulf, and the Fort Worth and Denver City Railway companies (which are shown to have been operated at a loss) furnishes, nevertheless, the most gloomy chapter of railway literature published during the past year. It also establishes the fact that railway investments are beset with many dangers and difficulties, not divorced from uncertainties, and that during periods of financial depression enterprises of this kind are among the first to suffer from inability to raise money.

The effect of the panic was such that, prior to the strike of the American Railway Union, the gross receipts of the Union Pacific system were $1,000,000 a month below the normal. The closing of the silver mines in Colorado, the failure of the wheat crop in Kansas, destructive floods, ruinous rate wars, the commonwealer raids, the miners' strike, the Debs insurrection, and finally the drought of the past summer, followed, as was the latter, by extensive forest fires all over the Northwest, will account for the general reduction in railway earnings shown in this report.

UNION PACIFIC RAILWAY.

The Union Pacific system, as now constituted, comprises the lines of twenty distinct companies, united by stock ownership or lease, aggregating 4,903.67 miles. The capital stock of the company is $60,868,500, and its net indebtedness to the Government amounts to $51,878,917.99. Other obligations, consisting of floating bonds in the hands of the public to the amount of $76,000,000, will bring the liabilities to, say, $188,868,500. Its obligations to the Government not having matured, no default has yet been made; but on November 1, 1895, Kansas Pacific bonds to the amount of $640,000 will mature, and between that date and January 1, 1899, the balance of the subsidy bonds, aggregating $32,899,512, will also mature, for whose payment or redemption the company has made no provision, with the exception of certain bonds held by the American Loan and Trust Company of Boston, as trustee, under an indenture bearing date July 1, 1886, whereby a sinking fund was created for the further security of the first-mortgage bonds of the Kansas Pacific Railway Company. The bonds held under this indenture amount to $1,343,000.

The lien of the Government is a second mortgage on the main line of 1,038 miles. To get possession of the road the first mortgage would have to be bought in. The Government might then foreclose and take possession of that portion of the system, but the line between Omaha and Ogden, separated as it is from the great network of branches and feeders, would not be a very productive property. An exchange of its second mortgage, however, for a first mortgage, adequately secured and running for a long term of years, would be better for the Government and fairer to the stockholders than foreclosure.

CENTRAL PACIFIC RAILROAD.

The lease of the Central Pacific Railroad to the Southern Pacific Company, under date of February 7, 1885, was subsequently modified by agreement bearing date January 1, 1888, and on January 1, 1894, it was still further revised and changed by the parties thereto (for copy of lease see Central Pacific Railroad Company). Under its operations the party of the first part will receive all of the net earnings of the company up to 6 per cent of the stock; any excess of net earnings above that amount to be divided equally between the two companies.

The Central Pacific Railroad comprises the following lines: The United States bond-aided line extends from a point 5 miles west of Ogden, Utah, to Sacramento, Cal., and thence via Niles to San Jose, a distance of 860.66 miles.

Nonaided:

	Miles.
Roseville, Cal., to Oregon State line	296.50
Lathrop to Goshen, Cal	146.08
Oakland local lines	4,84
Alameda local lines	11.46
San Francisco to Niles, including ferries on San Francisco Bay	31.15
Total	490.03

In addition to the foregoing there are 5.64 miles of trackage over the Northern Railway, from Brighton to Sacramento, and 5 miles leased from the Union Pacific and 0.11 of a mile nonaided at Ogden, making a total of 1,359.65 miles operated.

The capital stock of the company is $68,000,000; the net amount of funded debt $48,232,297.88, and the net indebtedness to the Government $56,974,834.10; a total liability of $173,207,131.98.

As in the case of the Union Pacific, the obligations of the Central Pacific Railroad Company to the Government not having matured, no default has been made; but on January 16, 1895, bonds to the amount of $2,362,000 will become due and payable, and between that date and January 1, 1899, the balance of the subsidy bonds, aggregating $23,523,120.00, will also mature. To meet these obligations the company has provided a sinking fund for the redemption of first-mortgage bonds, the funds at present available amounting to something over five and three-quarter million dollars ($5,789,515.67).

CONDITION OF THE PROPERTIES.

The strike of the American Railway Union was not declared "on" until June 26, 1894. Consideration of its effects upon traffic, as shown in a reduction of earnings during the third quarter of the calendar year, would not properly come within the purview of a report of operations for 1893, nor even for the fiscal year ended June 30, 1894. Specific mention, therefore, in this report of what will pass into history as the Pullman strike of 1894 will not be made, except to remark that, on

account of it, an inspection of the properties was not made as early in the year as usual.

The books and accounts of the bond-aided railroad companies were examined by the bookkeepers at the following times and places: Those of the Union Pacific and of the Central Branch Union Pacific in Boston, and those of the Sioux City and Pacific in Chicago, during the month of June; and those of the Central Pacific in San Francisco during the month of July of the current year. The amounts found due the United States, under the provisions of the Thurman act, were carefully ascertained. The results of operations for the calandar year 1893 show a diminution of net earnings and, with the exception of the Central Pacific and the Sioux City and Pacific railroad companies, a corresponding decrease in amounts found due, as above. An explanation of these differences is subsequently shown.

AMOUNTS FOUND DUE THE UNITED STATES FOR 1893.

The Union Pacific Railway Company, including the Kansas Division, shows a decrease of net earnings, as compared with 1892, of $2,105,716.76. The amount found due the United States, under the act of 1864 (Kansas Division) and the act of 1878 (Union Division), was $137,895.18 less than for the previous year.

The net earnings of the Central Pacific Railroad Company for 1893 show a reduction of $57,952.48, as compared with 1892, but the amount of transportation services rendered the Government (which is all credited to the United States in ascertaining the percentage of net earnings) was $110,624.48 in excess of the previous year; consequently the amount found due the United States is $7,726.85 in excess of 1892.

The net earnings of the Sioux City and Pacific Railroad Company in 1893 were $106,460.41 in excess of 1892, the amount expended for new construction and equipment during the year not having (as in 1892) reduced the net earnings to an amount insufficient to pay the interest on the first-mortgage bonds. The amount found due the United States, therefore, under the acts of 1862 and 1864 was $5,779.75 in excess of the requirements for the previous year.

The Central Branch Union Pacific Railroad Company shows a decrease in net earnings, as compared with 1892, of $100,112.75 and a corresponding decrease in the amount found due the United States, under the acts of 1862 and 1864, of $5,010.91.

EXTENT OF RAILWAY BANKRUPTCY.

For reasons previously mentioned, the year 1893 was an exceptionally hard one for railroads. Railway construction for that year was less than for any year since 1878. That railway investments are generally unprofitable can be best shown by the statement that, in eighteen years 549 roads, aggregating over 57,000 miles (about one-third of our present mileage), have gone into bankruptcy and been sold for debt, at a loss in stocks and bonds of $3,176,000,000.

The following land-grant roads, coming under the supervision of this Bureau, are in the hands of receivers:

Atlantic and Pacific,
Atchison, Topeka and Santa Fe,
Little Rock and Memphis,
Northern Pacific,
St. Louis and San Francisco,
Wisconsin Central.

LEGISLATION PROPOSED BY THE FIFTY-THIRD CONGRESS.

During the second session of the Fifty-third Congress there was introduced by the House Committee on Pacific Railroads, through its chairman, a bill (H. R. 7184) which was prepared in this office in accordance with the following recommendation, contained in my last annual report:

That the act of June 19, 1878, creating this Bureau, be further amended by providing that the so-called bonded roads transmit all accounts for transportation services rendered the Government, including the carrying of the mails, through this Bureau to the proper accounting officers of the Treasury; and that all disallowances or differences in said accounts found by the accounting officers upon settlement be reported to this Bureau, before final payment or allowance of the same; and that this Bureau report to the Treasury Department what changes, if any, are required in the payment or disposal of the moneys so found to be due the said companies.

It is important that there be *some* bureau of the Government in which can be found full information as to the accounts between the bonded railroads and the United States. Up to the present time there has been no such bureau. Out of the numerous acts affecting the roads in question there has grown much confusion. The Post-Office, War, Treasury, and Interior Departments each have extensive dealings with these roads. Bills for services rendered are sent for adjustment to many different accounting officers, each acting independently of the others.

There are now millions of dollars of unsettled bills awaiting final action in the Treasury Department. It is due to the railroad companies that all these accounts for services be promptly adjusted, and that such sums as are legally their due be credited or paid to them.

It is to the interest of the Government to know the exact condition of its accounts with the railroad companies it has aided and whose obligations it holds. As accounts are rendered at present, it would be a vexatious and almost impossible task to secure such information. Were all accounts rendered through this Bureau by the railroad companies and the action taken by the accounting officers reported here, all of which might be done with no increased expense, the records of this Bureau could at all times give easy access to any information that might be desired by Congress, or any of the departments of the Government, in regard to the accounts and indebtedness of the bonded roads.

The Secretary strongly indorsed this recommendation in his last annual report. A bill providing for the amendment suggested was introduced in the Senate at its last session, and, with trifling amendments, was unanimously passed.

The anomaly of present methods of accounting lies in the fact that each Auditor of the Treasury acts independently of the other as to moneys due the railroad companies, but no one of these accounting officers takes cognizance of amounts due the Government by the railroad companies. Nor is any one of them empowered by law to bring these accounts together as a whole, which will be necessary before a

final settlement can be made. The advantage of lodging such authority somewhere would, among other things, obviate the necessity for bringing suits in the Court of Claims to recover amounts due for transportation.

There was also introduced, during the same session, by the Committee on Pacific Railroads, through its chairman, a bill (H. R. 7798) to provide for the settlement of claims growing out of the issue of bonds to aid in the construction of certain railroads, and to secure to the United States payment of all indebtedness of the Union Pacific, the Kansas Pacific, the Central Branch Union Pacific, the Central Pacific, and the Western Pacific Railroad companies. The date of the introduction of this bill was subsequent to the examination of the books and accounts of the Union Pacific Railway Company in Boston; but the bill was received at the offices of the Central Pacific Railroad Company in San Francisco whilst the annual examination was in progress. Under the provisions of the bill payments are required to be made by the companies semiannually for a period of fifty years, with interest at 3 per cent. The Government lien, which is now a second mortgage, will become a first lien on all the properties of the companies. The sinking funds in the hands of the Secretary of the Treasury, amounting to, say, $18,000,000, will, so far as they go and as the installments mature, be applied to a liquidation of the first-mortgage indebtedness, clearing the properties of a debt on which the Government is now paying 6 per cent interest.

It is due to the companies to say that, on the basis of operations for 1893 (to say nothing of the "strike" year of 1894), there is grave doubt of their ability to meet the requirements of this bill.

LEGISLATION RECOMMENDED BY THE BUREAU.

Supplementing the recommendations contained in my last annual report, I addressed a communication to the Department, under date of January 19, 1894, transmitting for approval and reference to the Assistant Attorney-General, for verification as to fulfillment of legal requirements, the draft of a proposed bill containing an amendment to the Thurman act, by providing that a larger percentage of net earnings be paid into the sinking fund, to the end that not only current interest might be met, but the principal of the bonds gradually diminished.

The bill in question also provides that the provisions of the Thurman act be extended so as to include the Kansas Division of the Union Pacific, the Sioux City and Pacific, and the Central Branch Union Pacific railways. If the companies named are able to meet the requirements of a funding measure such, for example, as the Frye bill (S. 751, Fifty-second Congress, first session), as claimed, under which the average annual payments for a period of a hundred years would amount for the Union Pacific to $1,349,877.15 and for the Central Pacific to $1,317,975.95, they would undoubtedly be able to pay the increased per-

centage of net earnings provided for in this bill. To illustrate: Twenty-five per cent of the net earnings of the Union Pacific Railway proper amounted in 1893 to $884,627.44 and in the case of the Central Pacific to $584,775.18.

The annual interest charge on the companies' subsidy bonds is as follows:

Union Pacific	$1,654,190.72
Central Pacific	1,673,140.83

Since the passage of the Thurman act the directors of the Central Pacific Railroad Company have paid to its stockholders in dividends the sum of $23,254,600, in addition to the United States requirement, which, to December 31, 1893, had amounted to $9,970,742.50. Aside from this, the board of directors of the Southern Pacific Company, in their last annual report to the stockholders, claim that to April 1, 1885 (the date of the lease by that company of the Central Pacific), there was due the latter by the United States for transportation services over nonaided and leased lines the sum of $1,068,161.67, and that since the date of the lease services amounting to $2,404,973.74 had been performed, making $3,473,135.41 due the company in cash to December 31, 1893, in excess of all legal requirements.

From the date of the passage of the Thurman act to December 31, 1893, the United States had paid on subsidy bonds issued to this company an excess of interest over all credits of $29,119,154.10, including, say, $3,000,000 on account of the Western Pacific. Had the dividends paid by the company to its stockholders, together with the amount of transportation services rendered the United States, been applied by the company to the creation of a sinking fund, having for its object the liquidation of the company's indebtedness to the Government, the latter would not have been required to pay any excess of interest over the amounts credited to the company for transportation services, cash payments, and interest on sinking-fund investments.

FAILURE OF CERTAIN COMPANIES TO REPORT.

Sections 4 and 5 of the act of June 19, 1878, contain the following provisions relative to reports required to be furnished by railway companies coming under the supervision of this bureau:

SEC. 4. That each and every railroad company aforesaid which has received from the United States any bonds of the said United States, issued by way of loan to aid in constructing or furnishing its road, or which has received from the United States any lands, granted to it for a similar purpose, shall make to the said Auditor any and all such reports as he may require from time to time and shall submit its books and records to the inspection of said Auditor, or any person acting in his place and stead, at any time that the said Auditor may request, in the office where said books and records are usually kept; and the said Auditor, or his authorized representative, shall make such transcripts from the said books and records as he may desire.

SEC. 5. That if any railroad company aforesaid shall neglect or refuse to make such reports as may be called for, or refuse to submit its books and records to inspec-

tion, as provided in section four of this act, such neglect or refusal shall operate as a forfeiture in each case of such neglect or refusal of a sum not less than one thousand nor more than five thousand dollars, to be recovered by the Attorney-General of the United States in the name and for the use and benefit of the United States; and it shall be the duty of the Secretary of the Interior in all such cases of neglect or refusal as aforesaid to inform the Attorney-General of the facts, to the end that such forfeiture or forfeitures may be judicially enforced.

Under these provisions of the statute certain forms were prepared by direction of the Commissioner, which have been revised from time to time, and intended to contain such information only as is essential to an intelligent exhibit of the companies' affairs.

The necessity for such an exhibit should be obvious to officials of railway corporations which have been subsidized by the United States, either by the issue of bonds or grants of land, and which by the acts of May 15, 1856, and May 12, 1864, were made "public highways for the use of the Government of the United States, free from all toll or other charge upon the transportation of any property or troops of the United States;" and which are also required to transport the United States mails "under the direction of the Post-Office Department at such price as Congress may by law direct." Under the foregoing provisions of law the land-grant railway companies are brought into direct business relations with the Government. What these conditions are worth to the latter can be determined only by means of the information required to be furnished in the form and manner prescribed by it.

In my last annual report the attention of the Department was called to the failure of certain companies to submit the reports in question, and to the fact that one company, to wit, the Chicago, Milwaukee and St. Paul Railway Company, had actually declined to furnish a report of its operations for the preceding year.

In the performance of an official duty, therefore, the following-named railway companies were duly reported to the Department, under date of December 13, 1893, as having failed to submit to this Bureau, as required by law, a report of their operations for the calendar year 1892:

Chicago, Burlington and Quincy Railroad Company.
Chicago, Milwaukee and St. Paul Railway Company.
Chicago, Rock Island and Pacific Railway Company.
Hannibal and St. Joseph Railroad Company (operated by the Chicago, Burlington and Quincy Railroad Company).
Wisconsin Central Railroad Company (operated by the Northern Pacific Railroad Company).

Under the respective dates of March 8 and May 12, 1894, this office was advised by the Attorney-General, through the Department, that the United States attorneys at Milwaukee and for the northern district of Illinois had been directed to bring suits against the companies named for the recovery of the penalty under section 5 of the act of June 19, 1878.

On October 16, 1894, this office was further advised by the Acting Attorney-General, through the Department, of the commencement of

an action by the Department of Justice against the Chicago, Milwaukee and St. Paul Railway Company. Copies of letters from the U. S. attorney for the eastern district of Wisconsin giving notice of the suit and from the attorney for the defendant demurring to the complaint were inclosed in the letter of advice. The U. S. attorney, as aforesaid, is of the opinion that the case will come up for argument of the demurrer at the October term of the circuit court.

JUDICIAL DECISION PENDING.

The suit of the Union Pacific Railway Company to recover (1) the amounts collected from it by this Bureau on account of 25 per cent of the net earnings of the Omaha bridge, (2) a deduction from the gross earnings of the amount of interest paid on the bridge bonds, and (3) a deduction of the amount of earnings of the Pullman Car Company, is still pending in the Court of Claims.

RECOMMENDATIONS.

In view of the fact that, so far at least as the Central Pacific Railroad Company is concerned, the requirements of the funding bill previously referred to in this report can not be complied with, and of the further fact that the opinion expressed in my last annual report has been amply vindicated, to wit:

> It would be difficult, if not impossible, for a satisfactory adjustment of all the grave questions which must necessarily be considered to be arrived at by so large a body as Congress, pressed, as the members always are, in the ordinary discharge of their public duties; nor is it probable that any agreement could be reached which, while protecting the vast interests of the Government, would be just and equitable to the railroad companies concerned.

I have the honor to renew the special recommendations submitted by me under date of January 19, 1894, relating to an amendment of the Thurman Act, by providing that 50 per cent of the net earnings of the bond-aided Pacific railroads be retained; one-half to be applied to the credit of the bond and interest account and one-half to the credit of the sinking fund, to the end that not only current interest may be met, but the principal of the bonds gradually diminished.

I also renew the recommendation that section 4 of the act approved May 7, 1878, otherwise known as the Thurman Act, be amended so as to embrace within its provisions all of the Pacific railroads which have received from the United States bonds in aid of construction.

The Pullman strike of 1894 having furnished a powerful argument in favor of the right of the Government at all times to control the carrying of the mails and to enforce the provisions of the interstate commerce law, I recommend that Congress be requested to take into consideration the propriety of creating a national board of railway arbitration, to whom all questions in dispute between railway corporations and

their employés shall first be submitted before action is had, and whose decision in respect of all questions submitted shall be final, thus doing away with the barbarous and brutal methods which were recently resorted to, and which resulted in the destruction of millions of dollars worth of property, the loss of many lives, and a general disturbance of the public comfort.

ESTIMATES FOR 1895-'96.

Under section 2 of the act of June 19, 1878, the following official force was provided for:

An auditor, at a salary of	$5,000
One bookkeeper, at a salary of	2,400
One assistant bookkeeper, at a salary of	2,000
One clerk, at a salary of	1,400
One copyist, at a salary of	900

There was also an appropriation of $2,000 for traveling expenses. In the following year a railroad engineer was added, at a salary of $2,000, which was subsequently increased to $2,500. Other changes were made from time to time. The salary of the auditor was reduced to $4,500, a clerk of class 3 was substituted for a clerk of class 2, the traveling expenses were increased to $3,000, and an assistant messenger was provided for.

The estimates submitted by me for the fiscal year ending June, 30, 1895, have been made as small as possible consistent with a proper performance of the functions of the office. They are as follows:

Commissioner	$4,500
One bookkeeper	2,000
One assistant bookkeeper	1,800
One clerk of class 1, to act as private secretary to the Commissioner	1,200
One assistant messenger	720
Traveling expenses	1,000
Total	11,220

The position of private secretary to the Commissioner has heretofore been filled by a clerk of class 3. This position was abolished by the Fifty-second Congress and a clerk of class 1 substituted. The position of copyist was also abolished, which devolved the work of that position on the private secretary.

Preparation of the office correspondence, together with important and technical work in tabulating reports, render the services of an expert typewriter (who should also be a stenographer) and a careful and accurate accountant absolutely essential. Congress having failed to make the necessary appropriation therefor, the detail of a suitable person was asked for and obtained from the Pension Office.

The position of railroad engineer having been abolished by Congress, his duties are devolved upon the Commissioner.

PERSONNEL OF THE BUREAU, NOVEMBER 1, 1894.

Wade Hampton, Commissioner	$4,500
Francis E. Storm, bookkeeper	2,000
Lewis W. Haskell, assistant bookkeeper	1,800
Charles E. Thomas, clerk, assigned to duty as private secretary to the Commissioner	1,200
Miss Kate Schmidt, clerk, detailed for duty from Pension Office	1,000
Henry Braxton, assistant messenger	720

APPENDIXES AND TABLES.

The following appendixes and tables are annexed to this report:

Appendix A contains the principal laws of Congress, with index, relating to both the bond-aided and land-grant railways.

Appendix B contains a syllabi of the decisions of the Supreme Court in cases affecting the bond-aided Pacific railroad companies and to which the United States are parties.

Appendix C contains the names and addresses of the Government directors of the Union Pacific Railway Company appointed by the President.

Table No. 1 shows the amount of bonds issued in aid of Pacific railroads, the interest paid thereon by the United States, and the amounts repaid by the several companies to June 30, 1894.

Table No. 2 shows the condition of the sinking funds on June 30, 1894.

Table No. 3 shows the amounts found due the United States by the Union Pacific Railway Company, under the provisions of the Thurman Act, from July 1, 1878, to December 31, 1893.

Table No. 4 shows the amounts found due the United States by the Central Pacific Railroad Company, under the provisions of the Thurman Act, from July 1, 1878, to December 31, 1893.

Table No. 5 shows the grants of land by Congress to railroad companies coming under the provisions of the act of June 19, 1878, the number of acres patented to and forfeited by the companies, and the number of acres restored to the public domain.

Table No. 6 shows the amount of bonds issued to the several Pacific railroad companies and to whom delivered, with the dates of issue, maturity, beginning of interest, and the number of miles aided.

The annual reports of State railroad commissioners and Poor's Manual of Railroads have been the authorities consulted in the preparation of a preliminary history of the railroad companies coming under the jurisdiction of the Bureau and considered in this report.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

(ATCHISON, TOPEKA AND SANTA FE RAILROAD COMPANY.)

This company has failed to submit, on the form prescribed by the Bureau, a report of its operations during the past year.

The company was chartered by Congress July 27, 1866, to construct a railroad from the Mississippi River to the Pacific Ocean, on the thirty-fifth parallel.

The road passed under the control of the Atchison, Topeka and Santa Fe Railroad Company (which see) by the latter's purchase of the capital stock of the St. Louis and San Francisco Railway Company. For

the purpose of securing an extension of its line from the Rio Grande to the Pacific Ocean the Atchison entered into a contract with the St. Louis and San Francisco, whereby the latter transferred to the former, without cost to it, one-half of the share capital of the Atlantic and Pacific, up to that time wholly owned by the St. Louis and San Francisco.

The Mojave Division of the Southern Pacific Railroad is held under a contract of purchase and lease, dated August 20, 1884, by the terms of which this company agrees to purchase the line when the present mortgage, due in April, 1905, is paid off, at the price of $30,000 per mile. Until the title is clear this company leases the road, paying as rental $436,266 yearly, being $1,800 per mile, such rental being guaranteed by the Atchison and San Francisco companies. By decree of court the company passed into the hands of receivers on December 23, 1893.

By act of Congress approved July 27, 1866, the Atlantic and Pacific Company received from the United States a grant of 42,000,000 acres of land. Springfield, Mo., via Canadian River, Albuquerque, the Aqua Fria and Colorado rivers, and the Pacific Ocean are the land-grant termini.

The records of the General Land Office show that to June 30, 1894, there had been patented to the company:

	Acres.
In the Territory of Arizona	373,099.38
In the Territory of New Mexico	335,424.09
Total	708,523.47

The records of the General Land Office also show that by the act of July 6, 1886, there had been forfeited 10,795,480 acres located in California and New Mexico, and that 3,290,000 acres of railroad indemnity lands located in Arkansas, Arizona, California, and New Mexico had been restored to the public domain; and that under date of July 13, 1886, by decision of the Commissioner, affirmed by the Secretary of the Interior, 1,500,000 acres of land located in California had also been restored.

Poor's Manual, 1894, contains the following information relative to the land department:

The grant of 1852 to the South Pacific (St. Louis and San Francisco—Commissioner of Railroads) was 1,161,244.47 acres, of which 114,265.37 acres remain unsold; grant of 1866 to Atlantic and Pacific, 506,816.33 acres, of which 8,435.45 acres remain unsold—a total of 122,700.82 acres on hand June 30, 1893. There were sold during the past fiscal year from both grants 7,195.46 acres, for $18,490.61, an average of $2.58 per acre; also 63 town lots, for $1,940. Acres canceled, 1,153, valued at $3,825.67. Receipts: Sales, $10,842.39; outstanding contracts, $18,072.78; royalties, $5,054.78; miscellaneous, $2,738.38; balance from last year, $14,613.10; total, $51,321.43. Disbursements: Remittances, $15,200.77; taxes, $2,932.59; miscellaneous, $4,278.49; legal expenses, $3,735.23; rebate on transportation, $25.45; refunded on old claims, $6,980; cash on hand June 30, 1893, $18,168.90; total, $51,321.43.

ATCHISON, TOPEKA AND SANTA FE RAILROAD COMPANY.

This company has failed to submit, on the form prescribed by the Bureau, a report of its operations for the past year.

The printed annual report of the directors to the stockholders for the fiscal year ended June 30 is not usually received by this office until the month of January following, and hence would not be in time for use in connection with the annual report of the Commissioner of Railroads; but a statement furnished by the receivers of the company, under date of April 1, 1894, as shown by Poor's Manual of Railroads, contains the following information with respect to the affairs of the Atchison system:

In December, 1893, the company announced that the sudden terminations of negotiations then pending for financial relief had caused temporary embarrassment to the companies comprising the Atchison system, and would prevent further payments of borrowed money then due and January, 1894, coupons. The official circular of the president stated:

"The continuing financial depression in America and Europe, with coincident shrinkage in market prices of securities owned by the company and used as collateral, has brought about a forced reduction of the floating debt, causing excessive demands upon the cash available from net earnings for interest requirements.

"The Atchison system as a whole, including the St. Louis and San Francisco Railroad and all other auxiliary lines (comprising 9,345 miles of road), is amply able, even under the present adverse conditions, to earn a safe balance above its fixed charges if relieved from floating debt, which is not greater at this time than eighteen months ago. The changed financial conditions and lower prices of securities owned by the companies and used as collateral has brought about the situation now reported.

"The obligations of the company are as follows:

Time notes and loans on collateral, due December, 1893, to June, 1894	$4,100,000
Notes and loans on collateral on call	2,200,000
Total notes and loans	6,300,000

"Coupon interest and other fixed obligations, due January 1, proximo, $3,900,000."

Default on January interest being then assured, the company asked for the appointment of receivers, and on December 23, 1893, the president of the company, J. W. Reinhart, of Boston; J. J. McCook, of New York, a director, and J. C. Wilson, of Topeka, were appointed receivers. Out of the whole system only four of the roads—the Atchison, Topeka and Santa Fe, the St. Louis and San Francisco, and the Colorado Midland railroads—are in the hands of the courts.

At the date of compiling this statement, April 1, 1894, the following railroads of the system were in the hands of the receivers: Atchison, Topeka and Santa Fe, St. Louis and San Francisco, Atlantic and Pacific, and the Colorado Midland; while the Gulf, Colorado and Santa Fe, the Southern California, the Sonora, the New Mexico and Arizona, the Manhattan, Alma and Burlingame, the Wichita and Western, the Rio Grande and El Paso, the Southern Kansas Railway of Texas, and the St. Louis, Kansas City and Colorado railroads were being operated by the respective corporations.

A recapitulation of the operations of the aggregate Atchison system, consisting of the Atchison, Topeka and Santa Fe, the Atlantic and Pacific, the Colorado Midland, the St. Louis, Kansas City and Colorado Railroad, and the St. Louis and San Francisco Railway companies,

of which the second, third, and fourth were operated at a loss, as shown by the statement mentioned, gives the following results:

Average number of miles operated	9,344.57
Gross earnings	$50,733,705.99
Operating expenses	34,668,167.57
Net earnings	16,065,538.42
Other receipts (net)	102,943.76
Available revenue	16,168,482.18
Direct fixed charges	14,414,845.20
Balance (profit)	1,753,636.98

The Atchison and Topeka Railroad Company was chartered under the general laws of the State of Kansas February 11, 1859, and changed its name to the present title March 3, 1863.

The original line of road extended from Atchison, Kans., to the west line of Kansas, a distance of 470.58 miles.

By the act of Congress approved March 3, 1863, the company received from the United States, through the State of Kansas, a grant of 3,000,000 acres of land. Atchison, Kans., and State line, Kansas and Colorado; Lawrence, Kans., and south boundary of Kansas, near Coffeyville, are the land-grant termini.

The records of the General Land Office show that to June 30, 1894, there had been patented to the company 2,934,522.86 acres. By the same act a grant of 800,000 acres was made to the Leavenworth, Lawrence and Galveston Railroad Company (now the Atchison, Topeka and Santa Fe). The records of the General Land Office show that to June 30, 1894, there had been patented to the company 69,104.95 acres.

CENTRAL PACIFIC RAILROAD COMPANY.

(SOUTHERN PACIFIC COMPANY.)

This company includes the Western Pacific Railway Company, with which it was consolidated November 2, 1869; the California and Oregon, the San Francisco, Oakland and Alameda, and the San Joaquin Valley Railroad companies, the consolidation with the latter three dating from August 22, 1870.

The company's lines were leased to the Southern Pacific Company for ninety-nine years from April 1, 1885; this lease was subsequently modified by agreement bearing date January 1, 1888, and on January 1, 1894, it was still further revised and changed by the parties thereto (see copy of lease at end of this report), the new lease to run for ninety years. By its terms the party of the second part is to pay from the earnings of the road all expenses of operation, fixed and other charges, including sinking fund and United States requirements, and $10,000 yearly for organization expenses. Under its operations the party of the first part will receive all of the net earnings of the company up to

6 per cent of the stock, any excess of net earnings above that amount to be divided equally between the two companies.

The Central and Western Pacific Railroad companies of California were chartered by Congress July 1, 1862. The subsidy in Government bonds was at the rate of $16,000, $32,000, and $48,000 per mile, the first named sum being the estimated cost of construction to the mountains, the second between the mountains, and the third over the mountains.

The subsidy bonds issued by the United States to aid in the construction of these two roads amounted to $27,885,680, and the interest thereon to June 30, 1894, to $43,505,553.01. There had been repaid by the company, in transportation services, cash, and interest on sinking-fund investments, the sum of $14,386,398.91, making a net liability to the Government on that date of $56,974,834.10. The excess of interest paid by the United States over all credits amounted to $29,119,154.10. The amount found due the United States by the company under the acts of 1862, 1864, and 1878, for the year ended December 31, 1893, was $584,775.18, an increase of $7,726.85 as compared with the previous year.

By the acts approved July 1, 1862, July 2, 1864, and July 25, 1866, the companies which form the Central Pacific Railroad Company received from the United States grants of land in aid of construction, as follows:

	Acres.
Central Pacific	8,000,000
Western Pacific	1,000,000
Oregon Branch Central Pacific (California and Oregon)	3,500,000
Total	12,500,000

Ogden, Utah, and Sacramento, Cal.; Brighton, Cal., and Nilés, Cal.; Niles, Cal., and San Jose, Cal.; junction with Central Pacific Railroad and the southern boundary of Oregon, are the land-grant termini.

The records of the General Land Office show that to June 30, 1894, there had been patented by the United States to the—

	Acres.
Central Pacific Railroad Company:	
In the State of California	419,609.47
In the State of Nevada	420,483.92
In the Territory of Utah	207,552.22
Western Pacific Railroad Company:	
In the State of California	448,130.65
Oregon Branch Central Pacific Railroad Company:	
In the State of California	1,549,709.10
Total	3,117,485.36

The report of the company shows that to June 30, 1894, there had been acquired by United States patent to the—

	Acres.
Central Pacific Railroad Company	1,115,092.75
California and Oregon Railroad Company	1,549,949.30
Total	2,665,042.05

That there had been disposed of—

	Acres.
For cash	721,972.17
On time contracts and agreements	1,968,357.44
Total	2,690,329.61
Less acreage surrendered	14,148.89
Net	2,676,180.72

The report of the company also shows that the total cash receipts from all sales of land to date amount to $9,689,920.73. The receipts during the year were $117,634.53 and the expenses $39,999.59. There remained outstanding on account of time sales—

Principal	$997,575.79
Interest	5,004.65
Total	1,002,580.44

The main line of this road extends from Oakland wharf, California, to Ogden, Utah, with branches from Roseville Junction to the Oregon State line, Lathrop to Goshen, and from Niles northward to Oakland and southward to San Jose, Cal. The aided portion of the line extends from Ogden to Sacramento, thence via Niles, to San Jose, a distance of 860.66 miles, and is subject to the requirements of law with respect to the payment of a percentage of its net earnings to the United States (see history of Union Pacific Railway). The total length of road, including branches, is 1,359.65 miles, and the total length of track, including sidings, 1,695.80 miles.

The additions and betterments to railway during the year amounted to $89,701.53, all of which was charged to income account and paid by the lessee company. The additions and betterments to rolling stock during the same period, amounting to $282,952.87, were charged to equipment and paid in like manner as the additions and betterments to railway.

There were also added during the year 6,841 tons of steel rails, at a cost of $307,860.93; and 457,021 new redwood, pine, fir, and cedar cross-ties were placed in the track, at a cost of $237,650.92.

At the end of the year the equipment consisted of 278 passenger and 26 switching locomotives, all equipped with Westinghouse brakes. In the passenger service there were 4 dining, 30 sleeping, 43 second-class sleeping, 156 first-class, 22 second-class, 16 baggage, mail and express, 16 mail, 24 baggage, 6 express, 18 combination, and 7 officers cars; a total of 342 cars, all equipped with Westinghouse brakes and Miller platforms. In the freight service there were 2,031 box, 4[illegible] furniture, 286 coal, 1,690 flat, 1,583 combination, 19 refrigerator, 43[illegible] fruit, and 116 caboose cars; a total of 6,205 cars in the freight service. In the road and miscellaneous service there were 8 derricks, 44 station, 78 dump, and 19 water cars; also 4 snowplow tenders, 27 snowplows, and 9 wrecking-car tenders.

There were 1,171 miles of single-line fencing and 32.76 miles of snow sheds.

The assessed valuation of roadway, bridges, track, buildings, and equipment for purposes of taxation was $23,860,873, an average of $17,550 per mile.

The properties of the company from Ogden, Utah, to San Jose, Cal., including roadbed, track, bridges, buildings, shops, etc., were inspected by the Commissioner in September of the current year, and they were found to be in excellent physical condition.

The express business on the company's lines is transacted by Wells, Fargo & Co., under a fifteen-year contract, dated October 4, 1878. Special contracts for lease of track have been entered into with the several companies whose roads are operated by the Central Pacific Railroad Company, at an annual rental and on a mileage basis.

The following statements show the financial condition of the company on June 30, 1894, and the amount found due the United States for the year ended December 31, 1893, under the acts of 1862, 1864, and 1878. Other statistics pertaining to the company will be found in the tables and appendixes attached to this report.

Comparative statement of funded debt of the Central Pacific Railroad Company, June 30, 1894 and 1893.

Character of bonds.	Term of bonds.		Rate of interest.	Amount of bonds outstanding—		Difference.		Lien.
	Years.	Date of maturity.		June 30, 1894.	June 30, 1893.	Increase.	Decrease.	
Central Pacific Railroad Company.								
First mortgage, series A	30	1895	6	$2,995,000	$2,995,000	.....	.....	Road and franchise, Sacramento to State line.
B	30	1896	6	1,000,000	1,000,000	.....	.....	Do.
C	30	1896	6	1,000,000	1,000,000	.....	.....	Do.
D	30	1896	6	1,383,000	1,383,000	.....	.....	Do.
E	30	1897	6	3,997,000	3,997,000	.....	.....	Road and franchise, California State line to 5 miles west of Ogden.
F	30	1898	6	3,999,000	3,999,000	.....	.....	Do.
G	30	1898	6	3,999,000	3,999,000	.....	.....	Do.
H	30	1898	6	3,999,000	3,999,000	.....	.....	Do.
I	30	1898	6	3,511,000	3,511,000	.....	.....	Do.
United States subsidy, second mortgage	30	1895–1898	6	25,885,120	25,885,120	.....	.....	Road and franchise, Sacramento to 5 miles west of Ogden.
First mortgage, series A, California and Oregon, extended.	30	1918	5	5,982,000	5,982,000	.....	.....	Road and franchise, Roseville Junction to Oregon State line.
First mortgage, series B, California and Oregon.	20	1892	6	.....	6,000	.....	$6,000	Do.
First mortgage, series B, California and Oregon, extended.	26	1918	5	4,358,000	4,358,000	.....	.....	Do.
Land-grant bonds, extended	10	1900	5	2,765,000	2,908,000	.....	143,000	First mortgage Central Pacific and California and Oregon lands.
Fifty-year bonds	50	1936	6	56,000	56,000	.....	.....	Lands granted by United States and all other property except aided.
Do	50	1939	5	12,173,000	11,000,000	$1,173,000	.....	Lands granted and all other property.
Western Pacific Railroad Company.								
Old issue	30	1895	6	111,000	111,000	.....	.....	Road and franchise, Sacramento to San Jose.
First mortgage, series A	30	1899	6	1,859,000	1,859,000	.....	.....	Do.
B	30	1899	6	765,000	765,000	.....	.....	Road and franchise, Niles to Oakland.
United States subsidy, second mortgage	30	1895–1898	6	1,970,560	1,970,560	.....	.....	Road and franchise, Sacramento to San Jose.
San Joaquin Valley Railroad Company.								
First mortgage	30	1900	6	6,080,000	6,080,000	.....	.....	Road and franchise, Lathrop to Goshen.
Total	.....	.....	.....	87,887,680	86,863,680	1,024,000	.....	

Comparative statement of funded debt of the Central Pacific Railroad Company, June 30, 1894 and 1893.

Character of bonds.	Term of bonds.		Rate of interest.	Amount of bonds outstanding—		Difference.		Lien.
	Years.	Date of maturity.		June 30 1894.	June 30, 1893.	Increase.	Decrease.	
Central Pacific Railroad Company.								
First mortgage, series A	30	1895	6	$2,995,000	$2,995,000	.....	.....	Road and franchise, Sacramento to State line.
B	30	1896	6	1,000,000	1,000,000	.....	.....	Do.
C	30	1896	6	1,000,000	1,000,000	.....	.....	Do.
D	30	1896	6	1,383,000	1,383,000	.....	.....	Do.
E	30	1897	6	3,997,000	3,997,000	.....	.....	Road and franchise, California State line to 5 miles west of Ogden.
F	30	1898	6	3,999,000	3,999,000	.....	.....	Do.
G	30	1898	6	3,999,000	3,999,000	.....	.....	Do.
H	30	1898	6	3,999,000	3,999,000	.....	.....	Do.
I	30	1898	6	3,511,000	3,511,000	.....	.....	Do.
United States subsidy, second mortgage	30	1895–1898	6	25,885,120	25,885,120	.....	.....	Road and franchise, Sacramento to 5 miles west of Ogden.
First mortgage, series A, California and Oregon, extended.	30	1918	5	5,982,000	5,982,000	.....	.....	Road and franchise, Roseville Junction to Oregon State line.
First mortgage, series B, California and Oregon.	20	1892	6	.....	6,000	.....	$6,000	Do.
First mortgage, series B, California and Oregon, extended.	26	1918	5	4,358,000	4,358,000	.....	.....	Do.
Land-grant bonds, extended	10	1900	5	2,765,000	2,908,000	.....	143,000	First mortgage Central Pacific and California and Oregon lands.
Fifty-year bonds	50	1936	6	56,000	56,000	.....	.....	Lands granted by United States and all other property except aided.
Do	50	1939	5	12,173,000	11,000,000	$1,173,000	.....	Lands granted and all other property.
Western Pacific Railroad Company.								
Old issue	30	1895	6	111,000	111,000	.....	.....	Road and franchise, Sacramento to San Jose.
First mortgage, series A	30	1899	6	1,859,000	1,859,000	.....	.....	Do.
B	30	1899	6	765,000	765,000	.....	.....	Road and franchise, Niles to Oakland.
United States subsidy, second mortgage	30	1895–1898	6	1,970,560	1,970,560	.....	.....	Road and franchise, Sacramento to San Jose.
San Joaquin Valley Railroad Company.								
First mortgage	30	1900	6	6,080,000	6,080,000	.....	.....	Road and franchise, Lathrop to Goshen.
Total	.....	.....	.....	87,887,680	86,863,680	1,024,000	.....	

Revenue and expenditures of the Central Pacific Railroad Company for the year ended June 30, 1894.

REVENUE.

Earnings, rental 1893	$1,360,000.00	
Dividends on stocks of other companies	14,504.85	
Interest on bonds of other companies	41.68	
Receipts of the land department	57,794.15	
Interest on sinking fund of company	362,154.06	
Interest on notes held by trustees of land mortgage	72,748.89	
Sinking fund requirements, 1893, paid by Southern Pacific Company	185,000.00	
United States requirement, 1893, paid by Southern Pacific Company	584,775.18	
Miscellaneous	5,000.00	
Total		$2,642,018.81

EXPENDITURES.

Operating expenses	(*)	
Interest on first-mortgage bonds	(*)	
Interest on other funded debt	(*)	
Interest on other debt	(*)	
New construction	(*)	
New equipment	(*)	
Expenses of land department	(*)	
Sinking fund requirements of company	$547,154.06	
Dividend No. 29, September 15, 1893	672,755.00	
United States sinking fund requirement	584,775.18	
Land receipts paid to trustees of land mortgage	130,543.04	
Miscellaneous (credit)	6,266.01	
Total		1,928,961.27
Surplus		713,057.54

* Payable by lessee and charged in income account.

Comparative statement of the financial condition of the Central Pacific Railroad Compan June 30, 1894 and 1893.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
ASSETS.				
Cost of road, fixtures and equipment	$171,171,685.07	$170,799,030.67	$372,654.40	.....
Land contracts, etc	997,575.79	1,049,992.88	.....	$52,417.0
Cash on hand	187,518.21	975,829.13	.....	788,310.9
Company stock owned by company	724,500.00	724,500.00	.....	.....
Other stocks and bonds owned by company	1,052 613.48	786,329.22	266,284.26	.....
Miscellaneous investments	19,856.72	19,945.82	.....	89.1
Sinking funds in hands of trustees	10,683,120.78	10,131,965.42	551,155.36	.....
Bills and accounts receivable	3,261,023.46	1,971,635.08	1,289,388.38	.....
United States transportation and sinking-fund accounts	13,671,558.45	13,086,783.27	584,775.18	.....
Due from the United States in cash	1,068,.61.67	1,068,161.67	.....	.....
Total assets	202,837,613.63	200,614,173.16	2,223,440.47	.....
LIABILITIES.				
First-mortgage bonds	27,853,000.00	27,853,000.00	.....	.....
United States subsidy bonds	27,855,680.00	27,855,680.00	.....	.....
Interest on same paid by United States	43,505,553.01	41,834,212.21	1,671,340.80	.....
Other funded debt	32,179,000.00	31,155,000.00	1,024,000.00	.....
Dividends unpaid	52,907.00	66,475.00	.....	13,568.00
Accounts payable—pay rolls and vouchers	248,693.97	256,136.22	.....	7,442.25
Trustees land-grant mortgage	524,759.42	465,904.64	58,854.78	.....
Sinking funds uninvested	101,361.38	1,320,101.43	.....	1,218,740.05
Bills payable	500,000.00	1,500,000.00	.....	1,000,000.00
Matured interest coupons unpaid	1,155,445.00	.....	1,155,445.00	.....
Accrued interest on funded debt, not yet payable	279,320.00	.....	279,320.00	.....
Total debt	134,255,719.78	132,306,509.50	1,949,210.28	.....
Capital stock	68,000,000.00	68,000,000.00	.....	.....
Total stock and debt	202,255,719.78	200,306,509.50	1,949,210.28	.....
Surplus	581,893.85	307,663.66	274,230.19	.....

NOTE.—Under liabilities in above statement is included the item of interest on United States subsidy bonds paid by the United States to June 30, 1894. This represents the amount of interest accrued to date on the subsidy bonds and payable by the Government to the bondholders; but it is not due from the company until the maturity of the bonds, except so far as paid under the terms of the Thurman act, and so is not entered currently on the books of the company.

In addition to the assets shown above the company owns the lands granted by the United States to aid in the construction of the road, and which now remain unsold. The value of these lands can not now be closely determined or satisfactorily estimated.

The company claims a credit in its general balance sheet of $14,739,720.12 for transportation services rendered and cash payments to the United States; but the following statement compiled from reports furnished this office by the Treasury Department of settled accounts, cash payments, and interest on sinking-fund investments to June 30, 1894, shows a difference on that date of $362,688.21, as follows:

Credits claimed by the company			$14,739,720.12
Bond and interest account:			
Transportation	$7,065,409.08		
Cash	658,283.26		
		$7,723,692.34	
Sinking-fund account:			
Transportation	4,125,090.37		
Interest	1,894,256.72		
Cash	633,992.48		
		6,653,339.57	
			14,377,031.91
Difference			362,688.21

Statement of the United States requirement under the act of May 7, 1878, for the year ended December 31, 1893.

EARNINGS.

United States:		
Passenger	$13,330.74	
Freight	54,565.88	
Mail	442,331.42	
		$510,228.04
Commercial:		
Passenger	2,516,002.64	
Extra baggage	38,632.37	
Sleeping cars	54,609.48	
Freight	5,672,593.95	
Express	87,813.53	
Miscellaneous	71,989.23	
		8,441,641.20
Total earnings		8,951,869.24

EXPENSES.

Maintenance of way and structures	$1,145,926.51	
Maintenance of equipment	844,720.15	
Conducting transportation	2,943,090.12	
General expenses	602,783.31	
Taxes	253,226.29	
Total expenses	5,789,746.38	
Interest on first-mortgage bonds	1,671,180.00	
Total expenses under act of May 7, 1878		7,460,926.38
Net earnings		1,490,942.86
Twenty-five per cent of net earnings		372,735.72

DUE THE UNITED STATES.

One-half Government transportation as above	$255,114.02	
Five per cent of net earnings	74,547.14	
Credit of bond and interest account		329,661.16
One-half Government transportation as above, credit of sinking-fund account		255,114.02
Total requirement for the year		584,775.18

Comparative statement of the earnings and expenses of the Central Pacific Railroad Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$4,551,389.55	$4,921,838.01		$370,448.46
Freight	7,758,650.03	8,554,724.85		796,074.82
Mail	556,370.78	553,814.56	$2,556.22	
Express	175,708.50	188,637.51		12,929.01
Miscellaneous	489,258.25	351,590.21	137,668.04	
Total	13,531,377.11	14,570,605.14		1,039,228.03
EXPENSES.				
Maintenance of way and structures	1,702,489.42	2,228,750.50		526,261.08
Maintenance of equipment	1,185,555.18	1,395,333.11		209,777.93
Conducting transportation	4,512,549.96	4,737,827.67		225,277.71
General expenses and taxes	1,419,706.67	1,522,463.20		102,756.53
Total	8,820,301.23	9,884,374.48		1,064,073.25
Net earnings	4,711,075.88	4,686,230.66	24,845.22	
Miles operated	1,359.65	1,359.65		
Earnings per mile	$9,952.10	$10,716.43		$764.33
Expenses per mile	6,487.18	7,269.79		782.61
Net earnings per mile	3,464.92	3,446.64	18.28	
Percentage of expenses to earnings	65.18	67.83		2.65

CENTRAL PACIFIC RAILROAD COMPANY TO SOUTHERN PACIFIC COMPANY—AMENDED LEASE—IN EFFECT JANUARY 1, 1894.

This indenture, made and entered into this seventh day of December, eighteen hundred and ninety-three, by and between the Central Pacific Railroad Company, of the first part, and the Southern Pacific Company, of the second part:

Whereas, heretofore and under date of the seventeenth day of February, 1885, an agreement of lease was made and entered into by and between the parties hereto, which agreement of lease was afterwards modified by agreement between the same parties bearing date the first day of January, 1888; and

Whereas, the operation of the demised properties under such lease has resulted in very considerable losses to the said Southern Pacific Company, and it thereby appears that by the operation of said agreement the said Central Pacific Railroad Company has been and is being benefited at the expense of the Southern Pacific Company, and a necessity has therefore arisen for a revision and change of such lease so that neither party thereto shall be benefited at the expense of the other;

Now, therefore, this instrument witnesseth, that in consideration of the premises such agreement of lease has been and is hereby revised and changed by the parties hereto by substituting, on and after the first day of January, 1894, for the existing provisions of such lease as so modified as aforesaid, the terms, provisions, and conditions hereinafter provided and expressed, that is to say:

First. The party of the first part hereby leases to the party of the second part, for the period of ninety years from and including the first day of January next, the railroads of the party of the first part, together with its branches and leased lines, and all depots and station houses, equipments and appurtenances of every kind and nature whatsoever to the said railroads, branches, and leased lines, respectively, belonging or appertaining.

Second. The party of the second part will pay to the party of the first part a fixed yearly rental for the premises so leased, amounting to the sum of ten thousand dollars per annum, which rental shall be paid in four equal installments of twenty-

five hundred dollars each on the first days of January, April, July, and October of each year during the pendency of this lease (excepting only the first day of January, eighteen hundred and ninety-four), it being understood and agreed that the amount of such rental, so far as requisite, shall be appropriated and applied by the party of the first part to the expenses of maintaining and keeping up its corporate organization.

Third. The party of the second part is to operate the said railroads, branches, and leased lines hereinbefore referred to. The said lessee shall apply the earnings and income derived therefrom to paying all operating expenses thereof, and the incidental expenses connected therewith, including the sums payable for rentals of leased lines, and according to their lawful priorities, to the payment of the current interest and sinking fund contributions or other payments from time to time becoming due and payable from said Central Pacific Railroad Company, whether to the United States of America or to bondholders or others, during the existence of this lease.

And it is further provided and agreed, by and between the parties hereto, that on the first day of April in each year during the continuance of this lease, the party of the second part shall pay to the party of the first part such balance, if any, of the net earnings or income received by the party of the second part from the said leased premises, with the appurtenances, for the year ending on the thirty-first day of December then next preceding, as shall remain in its hands after all the payments hereinbefore provided for or agreed or directed are made. Provided, however, that is at the time, viz, such first day of April, when such balance of such income or rental is provided to be paid to the party of the first part, there shall be any sum due or owing, from the party of the first part to the party of the second part, for or in respect of advances or payments theretofore made by the party of the second part, to or for or upon the request of the party of the first part, for new additions or improvements to the demised premises or any part thereof or for expenses of keeping up the corporate organization of the party of the first part, or maintaining agencies for the transfer of its stock and bonds, or for any expenses of its business or affairs other than such as fall within the payments before provided to be made by the lessee out of the earnings or income, or for or in respect of any other sums which may have been lawfully advanced or paid by the lessee to or for the party of the first part, the party of the second part shall be entitled to retain and pay to itself whatever may be owing to it from the party of the first part for or in respect of any of the causes or matters or considerations aforesaid, including any interest which may be due or owing from the party of the first part to the party of the second part thereon. And provided further, that if such balance of net earnings or income received by the party of the second part from the said leased premises, with the appurtenances, for any year, and which by the foregoing provisions hereof would be and become payable by said party of the second part to said party of the first part, shall exceed the amount of six per cent per annum upon the par value of the then existing capital stock of the party of the first part, then and in that event the said party of the second part shall be entitled to and shall retain to itself for its own use one-half part of any and all excess of such balance of net earnings and income over and above the amount of six per cent per annum upon the par value of the then existing capital stock of the party of the first part.

Fourth. If, and so far as the party of the second part shall make any advances for payments for account of the party of the first part, the party of the second part shall be entitled to receive interest upon all such advances at the rate of six per cent per annum from the making until the reimbursement thereof, and the party of the second part shall have a lien for such advances, and the interest thereon, upon the said demised premises and the income thereof until such advances are reimbursed, with interest, and the party of the second part shall be entitled at any time, and from time to time, to refund to itself such advances and interest out of any net earnings

or income of the demised premises which may be in its hands, unless it shall have been expressly agreed between the parties hereto to the contrary, in writing, at or before the making of such advances.

Fifth. The agreements between the same parties, dated February 17, 1885, and January 1, 1888, respectively, are hereby canceled, except so far as they relate to operation of said demised premises prior to January 1, 1894, and adjustment of accounts in respect to such operation thereof.

Sixth. This indenture may be at any time modified in any of its terms or provisions, or canceled by agreement of the parties thereto.

In witness whereof the parties hereto have hereunto, respectively, affixed their corporate seals and caused these presents to be signed by their respective presidents and attested by their respective secretaries the day and year first above written.

CENTRAL PACIFIC RAILROAD COMPANY,
By H. E. HUNTINGTON, *President.*

[C. P. R. R. Co. corporate seal.]
Attest:
W. M. THOMPSON, *Secretary.*

SOUTHERN PACIFIC COMPANY,
By C. P. HUNTINGTON, *President.*

[S. P. Co. corporate seal.]
Attest:
G. L. LANSING, *Secretary.*

Indenture made and entered into this twenty-second day of March, 1894, by and between the Central Pacific Railroad Company, of the first part, and the Southern Pacific Company, of the second part:

Whereas heretofore and under date of the 7th day of December, 1893, an indenture was made and entered into by and between the parties hereto, revising and changing the then existing agreement of lease between said parties, as by said indenture, dated the 7th day of December, 1893, by reference thereto will fully and at large appear; and

Whereas it has been suggested, on behalf of the Central Pacific Railroad Company, that such last-mentioned indenture should be modified as hereinafter provided, and the Southern Pacific Company has assented to such proposed modification thereof;

Now, therefore, this indenture witnesseth, that in consideration of the premises the parties hereto have undertaken, covenanted, and agreed, and do hereby undertake, covenant, and agree, to and with each other as follows, viz:

First. The said indenture dated the 7th day of December, 1893, is hereby modified by substituting, in lieu of article fourth of said indenture, the following article, that is to say:

"Fourth. If and so far as the party of the second part shall make any advances for payments for account of the party of the first part, the party of the second part shall be entitled to receive lawful interest upon all such advances from the making until the reimbursement thereof, and the party of the second part shall be entitled at any time and from time to time to refund to itself such advances and interest out of any net earnings or income of the demised premises which may be in its hands, unless it shall have been expressly agreed between the parties hereto to the contrary in writing at or before the making of such advances.

"And it is further agreed between said Central Pacific Railroad Company and said Southern Pacific Company that if at any time it appears that by the operation of this agreement either party is being benefited at the expense of the other, then this agreement shall be revised and changed so that such will not be the operation thereof, and if the parties hereto can not agree upon the changes necessary to that end, then each party shall appoint one arbitrator, disinterested, but skilled in relation to the

subject-matter, and the award and decision of such arbitrators in writing shall be binding upon the parties hereto, and this agreement shall be revised and changed in accordance with such award and decision, and, as revised and changed, shall be duly executed in writing by the parties hereto.

"And it is further agreed that, if the arbitrators so chosen can not agree upon an award and decision, then that the two shall choose a third impartial and skilled arbitrator, and that the award and decision of two of said three arbitrators shall have the same force and effect between the parties hereto, and shall be executed in like manner as hereinbefore provided for the award and decision of the two arbitrators first chosen."

Second. The said indenture, dated the 7th day of December, 1893, as so modified by the first article hereof, is hereby in all respects ratified, approved, and confirmed.

In witness whereof the parties hereto have hereunto respectively affixed their corporate seals and caused these presents to be signed by their respective presidents and attested by their respective secretaries the day and year first above written.

CENTRAL PACIFIC RAILROAD COMPANY,
By ISAAC L. REQUA, *President.*

[C.P.R.R. Co. corporate seal.]
Attest:
W. M. THOMPSON, *Secretary.*

SOUTHERN PACIFIC COMPANY,
By C. P. HUNTINGTON, *President.*

[S.P. Co. corporate seal.]
Attest:
G. L. LANSING, *Secretary.*

NOTE.—The amended lease, with the modification thereof as above, was approved, ratified, and confirmed by the stockholders of the Central Pacific Railroad Company at the annual meeting held on April 10, 1894.

SAN FRANCISCO, CAL., *April 11, 1894.*

CENTRAL BRANCH UNION PACIFIC RAILROAD COMPANY.

This company was chartered by special act of the legislature of the Territory of Kansas, approved February 11, 1859, as the Atchison and Pike's Peak Railroad Company. The act conferred upon the company all the powers, conditions, and provisions of "An act to incorporate the Atchison and Fort Riley Railroad Company," approved February 17, 1857. On January 1, 1867, the name of the company was changed to that of the Central Branch Union Pacific Railroad Company. It was included in the acts of 1862 and 1864, incorporating the Union Pacific Railroad Company, being provided for as one of the branches.

The road extends from Atchison to Waterville, Kans., a distance of 100 miles. The Atchison, Colorado and Pacific Railroad, 254.79 miles, and the Atchison, Jewell County and Western Railroad, 33.40 miles, are also leased by this company, making a total of 388.19 miles owned and leased. The capital stock of the company is $1,000,000, of which $858,000 is owned by the Union Pacific Railway Company. The road is operated by the Missouri Pacific Railway Company under a twenty-five year lease, from September 30, 1885, the net earnings going to the Union Pacific as rental.

Subsidy bonds were issued by the United States to aid in the construction of this road between Atchison and Waterville, Kans., to the

amount of $1,600,000. The interest paid thereon to June 30, 1894, amounted to $2,605,508.26. There had been repaid by the company, in transportation services and cash, the sum of $613,180.35, leaving a liability to the Government on that date of $3,592,627.91. The excess of interest paid by the United States over all credits amounted to $1,992,617.91.

By the acts of Congress approved July 1, 1862, and July 2, 1864, the company received from the United States 781,944.83 acres of land. The records of the General Land Office show that to June 30, 1894, there had been patented to the company 218,250.08 acres.

The company makes no report of the operations of its land department.

The additions and betterments to railway and rolling stock are effected through expense accounts, no improvement account being kept.

During the year 26,977 oak cross-ties were placed in the track at a cost of $14,370.39.

At the end of the year the equipment consisted of 11 passenger, 22 freight, and 2 switching locomotives, 14 of which were equipped with Westinghouse and 4 with American brakes. In the passenger service there were 9 first-class, 1 second-class, 9 emigrant, 4 baggage, and 1 officers' cars, a total of 24. In the freight service there were 353 box, 98 stock, 45 coal, 44 flat, and 19 caboose cars, a total of 559. In road repair and miscellaneous service there were 4 boarding, 4 wrecking, 80 hand, and 77 push cars.

The express business over the company's lines is transacted by the Pacific Express Company, under a contract dated May 1, 1886, by which the railroad company receives a percentage of the gross earnings. The telegraph business is transacted by the Western Union Company.

The following statements show the financial condition of the company on June 30, 1894, the amount found due the United States for the year ended December 31, 1893, under the acts of 1862 and 1864, and the earnings and expenses for the fiscal year:

LIABILITIES.

First mortgage bonds	$2,230,000.00	
Interest on same, due and accrued	72,535.00	
Interest on same, accrued, not due	23,350.00	
United States subsidy bonds	1,600,000.00	
Interest on same, paid by United States	2,605,808.26	
Accounts payable	1,498,146.58	
Receivers, Central Branch Union Pacific Railroad Company	32,354.81	
Total	8,062,194.65	
Capital stock	1,000,000.00	
Total stock and debt		$9,062,194.65

ASSETS.

Cost of road, fixtures, and equipment	$4,101,299.76	
Receivers, Central Branch Union Pacific Railroad Company, current income account	14,645.24	
Receivers, Central Branch Union Pacific Railroad Company, property account	37,073.99	
Repayments to United States in transportation services and cash	625,045.44	
Total		$4,678,064.43
Deficit		4,384,130.22

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$448,143.25	
Interest and income from miscellaneous investments	7,382.04	
Receipts of the land department	309.52	
Total		$455,834.81

EXPENDITURES.

Operating expenses	$281,005.90	
Taxes	30,976.39	
Interest on first-mortgage bonds	140,100.00	
Losses on leased lines	319,831.43	
Expenses of the land department	98.34	
United States requirement	14,752.69	
Profit and loss, miscellaneous	1,639.19	
Total		788,403.94
Deficit		332,569.13

Statement of amount due the United States by the Central Branch Union Pacific Railroad Company under the acts of 1862 and 1864 for the year ended December 31, 1893.

EARNINGS.

United States:		
Passenger	$8.78	
Freight	5.39	
Mail	15,862.28	
		$15,876.45
Commercial:		
Passenger	71,933.78	
Freight	383,855.95	
Express	4,614.63	
Miscellaneous	8,339.02	
		468,743.38
Total earnings		484,619.83

EXPENSES.

Maintenance of way and structures	$59,825.70	
Maintenance of equipment	49,652.66	
Conducting transportation	172,352.33	
General expenses	31,565.85	
Taxes	27,603.71	
Total operating expenses		$341,000
Net earnings		143,619.
Five per cent of net earnings		7,180.

DUE THE UNITED STATES.

One-half Government transportation, as above	7,938.
Five per cent of net earnings	7,180.
Total	15,119.

Comparative statement of the earnings and expenses of the Central Branch Union Pac Railroad Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrea
EARNINGS.				
Passenger	$64,239.71	$74,734.64		$10,49
Freight	356,846.95	466,156.92		109,30
Mail	15,862.28	15,862.28		
Express	4,106.56	5,263.73		1,15
Miscellaneous	7,087.75	8,783.95		1,69
Total	448,143.25	570,801.52		122,65
EXPENSES.				
Maintenance of way and structures	54,796.97	77,905.05		23,10
Maintenance of equipment	45,962.04	40,301.38	$5,660.66	
Conducting transportation	150,711.75	195,367.92		44,65
General expenses and taxes	29,535.14	33,782.51		4,24
Total	281,005.90	347,356.86		66,50
Net earnings	167,137.35	223,444.66		56,30
Miles operated	100	100		
Earnings per mile	$4,481.43	$5,708.02		1,22
Expenses per mile	2,810.06	3,473.57		66
Net earnings per mile	1,671.37	2,234.45		56
Percentage of expenses to earnings	62.70	60.85	1.85	

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY.

In consequence of the failure of this company to submit a repor its operations for the fiscal year ended June 30, 1893, it became duty of the Commissioner of Railroads, under the provisions of act approved June 19, 1878 (20 Stat., 169), to report the fact of s failure to the Secretary of the Interior, for reference by him to Attorney-General for the institution of the necessary legal proceedi to recover the penalty prescribed by section 5 of the act referred t

Under date of May 12, 1894, the Commissioner of Railroads advised by the Department of Justice, through the Department of

Interior, that the U. S. attorney for the northern district of Illinois had been directed to bring suit accordingly.

In like manner, the company has failed to submit, on the form prescribed by this bureau, a report of its operations for the year ended June 30, 1894; a copy of its general balance sheet and a statement of earnings and expenses only having been furnished

The first work of construction on the line of the present system was a branch from Turner Junction, on the Galena and Chicago Union Railroad (now the Chicago and Northwestern Railway), a point 30 miles west of Chicago, south to Aurora, a distance of 13 miles. This work was begun by the Chicago and Aurora Railroad Company, under a charter from the State of Illinois, June 22, 1852. This company and the Central Military Track Railroad Company were consolidated July 1, 1856, under the name of the present company. By the act of Congress approved May 15, 1856, there were granted by the United States to the State of Iowa, to aid in the construction of this road between Burlington and the Missouri River, 948,643.66 acres of land, and, by the act of July 2, 1864, to the Burlington and Missouri River Railroad in Nebraska, assignee of the Burlington and Missouri River Railroad Company of Iowa, now forming part of what is known as the "Q" system, 2,441,600 acres; a total of 3,390,243.66 acres.

Burlington, Iowa, and Missouri River, Iowa, at East Plattsmouth, via Pacific Junction; Plattsmouth, Nebr., and Kearney Junction, Nebr., are the land-grant termini.

The records of the General Land Office show that to June 30, 1894, there had been patented to the Burlington and Missouri River Railroad Company in the State of Iowa 389,014.08 acres, and in the State of Nebraska 2,373,290.77 acres; a total of 2,762,304.85 acres.

The following information with respect to the affairs of this company for the year ended December 31, 1893, has been compiled from the report for that year of the directors to the stockholders:

The cash receipts from sales of land in Nebraska during the year amounted to $128,106.31 and the amount expended for taxes, salaries, and commissions to $19,683.78, leaving a surplus of $108,422.53. The assets of the land department, which included 46,535 acres of land unsold, at an estimated value of $4 per acre, amount to $186,140.

The actual length of road in operation on December 31, 1893, was 5,596 miles, an increase of 40 miles over the previous year.

The properties controlled by the company whose operation and mileage are not embraced in the report in question consist of 1,035 miles of standard-gauge and 169 miles of narrow-gauge railroad owned and 87 miles of standard-gauge leased and operated jointly with other companies.

The bridge over the Missouri River at Bellefontaine Bluffs has been completed and the new line into St. Louis opened.

Owing to the financial and industrial depression, work of const tion on the northwestern extension has been suspended. The unc pleted portion, from the present terminus, near Sheridan, Wyo., connection with the Northern Pacific Railroad, at or near Billi Mont., is about 120 miles.

A dividend of 5 per cent on the capital stock was declared in 1

An increase is shown of 0.29 of 1 per cent in the percentage of op ing expenses to gross earnings.

During the year the expenditures for new construction amounte $2,310,580.27, and for equipment to $1,240,992.90, a total expendi on this account to December 31, 1893, of $118,967,975.18.

The total amount debited to income account is $45,997,542.85, the total amount credited $32,799,017.62, leaving a balance to credit of that account of $13,198,525.23.

At the end of the year the equipment consisted of 876 locomoti 565 passenger and combination, 174 baggage, mail and express, 11 ing, 11 officers' and pay, 396 way, 15 boarding, 9 wrecking, 23,750 and cattle, 6,904 platform and coal, 1,465 hand, and 1,201 rubble iron cars, and 5 pile-drivers.

The following statements show the financial condition on June 1894, including the earnings and expenses of the Burlington and souri River Railroad in Nebraska:

ASSETS.

Cost of road and equipment	$201,501,880.91	
Stocks owned	22,400,978.00	
Bonds owned	16,449,499.81	
Other permanent investments	2,439,700.17	
Lands owned	718,855.26	
Materials and supplies	1,339,994.91	
Sinking funds	8,502,982.02	
Cash and current assets	5,710,614.43	
Total		$259,064,5

LIABILITIES.

Funded debt	$124,744,400.00	
Interest on same, accrued, not due, credit	8,726.59	
Current liabilities	3,951,116.44	
Sinking funds	13,287,399.36	
Renewal fund	9,000,000.00	
Current accounts, balance	522,778.44	
Income account	10,807,463.38	
Total	162,304,431.03	
Capital stock	82,004,200.00	
Total stock and debt		244,308,6
Surplus		14,755,8

Comparative statement of the earnings and expenses of the Chicago, Burlington and Quincy Railroad Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$7,512,303.12	$7,797,782.51	.....	$285,479.39
Freight	17,199,397.74	22,882,125.55	.....	5,682,727.81
Mail	1,247,455.57	1,225,337.35	$22,118.22	.....
Express	739,800.00	726,317.57	13,482.43	.....
Miscellaneous	778,929.37	962,302.99	.....	183,373.62
Total	27,477,885.80	33,593,865.97	.....	6,115,980.17
EXPENSES.				
Maintenance of way and structures	3,882,125.65	4,721,021.17	.....	838,895.52
Maintenance of equipment	2,495,218.23	3,758,356.23	.....	1,263,138.00
Conducting transportation	8,866,135.78	11,428,432.00	.....	2,562,296.22
General expenses	1,624,548.26	1,884,544.63	.....	259,996.37
Total	16,868,027.92	21,792,354.03	.....	4,924,326.11
Net earnings	10,609,857.88	11,801,511.94	.....	1,191,654.06
Miles operated	5,595.71	5,556.21	39.50	.....
Earnings per mile	$4,910.52	$6,046.18	.....	$1,135.66
Expenses per mile	3,014.45	3,922.16	.....	907.71
Net earnings per mile	1,896.07	2,124.02	.....	227.95
Percentage of expenses to earnings	61.39	64.87	.....	3.48

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY.

The president, by advice of counsel, declining to submit a report of the operations of this company for the fiscal year ended June 30, 1893, it became the duty of the Commissioner of Railroads, under the provisions of the act of June 19, 1878 (20 Stat., 169), to report the fact of such refusal to the Secretary of the Interior for reference by him to the Attorney-General, for the institution of the necessary legal proceedings to recover the penalty prescribed by section 5 of the act referred to.

Under date of March 6, 1894, the Commissioner of Railroads was advised by the Department of Justice, through the Department of the Interior, that the United States attorney at Milwaukee had been directed to bring suit accordingly.

On October 16, 1894, the Commissioner of Railroads was further advised, in the manner aforesaid, that the case of the United States *versus* the Chicago, Milwaukee and St. Paul Railway Company, for failure to report to his office as required by law, would probably come up for argument of demurrer at the October term of the circuit court.

The Milwaukee and St. Paul Railway, of which this company is the successor, was chartered by the State of Illinois May 5, 1863. It owned 1,399 miles of railroad and a majority interest in the Western Union Railroad Company, having 212.75 miles in operation. The present company was organized in April, 1872, and subsequently constructed and acquired 4,109.65 miles of road, so that, on June 30, 1893, there were 5,724.13 miles of main track in operation.

Under a contract made in 1890, to run for a period of 999 yea company secured an equal right to the use of the Union Pacific from Council Bluffs, Iowa, to Omaha, Nebr., including the use bridge over the Missouri River at Omaha and of the Union pas station in Omaha.

By the acts of Congress approved March 3, 1857, May 12, 18 July 4, 1866, lands were granted by the United States throu States of Iowa and Minnesota to aid in the construction of the ing roads forming part of the present system:

	A
McGregor and Missouri River	1,53
Minnesota Central	64
Hastings and Dakota	55
Southern Minnesota	79
Total	3,52

The records of the General Land Office show that to June 3 there had been patented to the—

	A
Chicago, Milwaukee and St. Paul	18
McGregor and Missouri River	13
Minnesota Central	17
Hastings and Dakota	34
Southern Minnesota	50
Total	1,36

St. Paul via Mendota or St. Paul Junction, Faribault, Aust Lyle, Minn.; Minneapolis via same route and Lyle, Minn.; (Iowa, and Sheldon, Iowa, junction with Chicago, St. Paul, Minn and Omaha-St. Paul and Sioux City Division; Hastings, Min Ortonville, at western boundary of the State; Mississippi Ri Crescent) opposite La Crosse, Wis., and Houston, Minn.; and H Minn., and Airlee, on western boundary of Minnesota, are th grant termini.

The following information relating to the affairs of the com compiled from the twenty-ninth annual report of the director stockholders (fiscal year ended June 30, 1893):

LAND DEPARTMENT.

July 1, 1892, lands owned in Iowa and Minnesota	
Received during the year	
Total	
Sold during the year	
June 30, 1893, owned	
Estimated value of unsold lands	$2
Balance due on lands previously sold	8
Total	11

EARNINGS.

Freight		$24,393,848.64
Passenger		7,138,560.75
Mails, express, etc		2,442,645.32
Total		33,975,054.71

EXPENSES.

Transportation, general, etc	$13,481,182.12	
Maintenance of way and buildings	5,315,682.38	
Rolling stock, machinery, etc	3,661,243.33	
		22,488,107.83
Net earnings		11,486,946.88
Other income		122,139.92
Total income		11,609,086.80
Payments:		
Interest on funded debt	$7,065,215.71	
Interest and exchange	21,470.32	
Dividend No. 46	1,817,740.32	
		8,904,426,35
Surplus		2,704,660.45

ASSETS.

Cost of road and equipment			$195,223,233.67
Bonds, stock, etc., of other companies			7,173,493.22
Due from agents, conductors, etc		$324,568.27	
Due from sundry companies and individuals		332,592.93	
Due from U. S. Government		258,420.18	
Vice-president in special trust, account Dubuque Division sinking fund	$378,000.00		
New England Trust Co., trustee	74,660.00		
United States Trust Co., trustee	11,477.50		
Farmers' Loan and Trust Co., trustee	322.83		
		464,460.33	
Stock of material and fuel		2,631,665.99	
Stock of the company held in its treasury		4,770.00	
Mortgage bonds of the company unsold, held in its treasury or due from trustees		7,735,000.00	
Milwaukee and Northern Railroad Co. 6 per cent consolidated bonds, unsold, held in the treasury of the company or due from trustees		1,089,000.00	
Loans and bills receivable		700,000.00	
Cash on hand		2,662,813.67	
			16,203,291.37
			218,600,018.26

LIABILITIES.

Capital stock, preferred	$25,767,900.00	
Capital stock, common	46,027,261.00	
		$71,795.
Funded debt		130,805,
Pay rolls and vouchers	2,665,149.49	
Loans and bills payable	3,240,000.00	
Wisconsin Valley Division sinking fund	180.00	
Dubuque Division sinking fund	58,480.00	
Dividends unclaimed	37,819.64	
Interest coupons not presented	62,606.16	
Interest accrued, not yet payable	3,447,222.92	
		9,511,
Income account		6,487,
		218,600,

CHICAGO AND NORTHWESTERN RAILWAY COMPANY.

This company was chartered in Illinois, February 9, 1859, a Wisconsin, March 14, 1859. On June 2, 1859, the property and chises of the Chicago, St. Paul and Fond du Lac Railroad Com were purchased at public auction, at Janesville, Wis., for the s $240,000.

The company, as at present organized, was incorporated June 6,

The company owns the entire share capital of the Fremont, Ell and Missouri Valley Railroad Company; also that of the Milwa Lake Shore and Western Railway Company, and a majority in in the Sioux City and Pacific and the Chicago, St. Paul, Minne and Omaha railway companies. On September 1, 1893, the Milwa Lake Shore and Western Railway Company was merged int Chicago and Northwestern Railway Company and is now operat the Ashland Division. By consolidation and purchase the co has acquired 3,782.29 miles of road. It has also a proprietary in in 1,188.47 miles of road, which, with 60.02 miles leased, makes a of 5,030.78 miles owned, leased, and operated.

Following are the grants of land made in aid of construction roads forming part of the present system:

Date of act.	Name of road.	Land
June 3, 1856 July 5, 1862 Mar. 3, 1865	Chicago and Northwestern	A 1,16
Mar. 3, 1857 Mar. 3, 1865	Winona and St. Peter	1,41
May 15, 1856	Cedar Rapids and Missouri River	1,29
June 3, 1856 May 5, 1864	Chicago, St. Paul, Minneapolis and Omaha	2,17
Mar. 3, 1857 May 12, 1864	St. Paul and Sioux City	1,01
May 12, 1864	Sioux City and St. Paul	52
July 2, 1864	Sioux City and Pacific	6
	Total	7,64

Winona, Minn., to a point on the Big Sioux River, six-tenths of a mile west of Watertown station; Cedar Rapids, Iowa, to the transfer grounds, Union Pacific Railway; and branch, Lyons, Iowa, to Clinton, Iowa, are the land-grant termini.

The records of the General Land Office show that, of the foregoing grants, lands had been patented to June 30, 1894, as follows:

	Acres.
Cedar Rapids and Missouri River	919,142.57
Chicago, St. Paul, Minneapolis and Omaha	2,166,436.10
St. Paul and Sioux City	1,146,888.52
Sioux City and St. Paul	407,910.21
Sioux City and Pacific	41,398.23
Winona and St. Peter	1,676,787.31
Chicago and Northwestern	1,073,554.08
Total	7,432,117.02

The records of the General Land Office also show that 125,000 acres of railroad indemnity lands located in Wisconsin, belonging to the Chicago, St. Paul, Minneapolis and Omaha Railway Company, had been restored; and that, on the recommendation of the Commissioner, affirmed by the Secretary of the Interior, 26,017.33 acres, located in Iowa, belonging to the Sioux City and St. Paul Railroad Company, were also restored to the public domain under date of September 12, 1887.

The company reports that to June 30, 1894, the total number of acres of land acquired under the several grants amounted to 2,959,230.70, of which 1,980,676.53 acres had been sold and conveyed by deed, leaving 258,324.35 acres under contract, and 720,229.82 acres owned by the company. The total cash receipts from all sales had amounted to $7,543,749.98, and there remained outstanding, on account of time sales, the sum of $1,234,646.30.

The main line of the road extends from Chicago, Ill., to Council Bluffs, Iowa, a distance of 491 miles. There are 386.48 miles of double track and 1,535.67 miles of sidings.

The expenditures during the year, for additions and betterments to railway system, amounted to $13,714,813.71, which included the sum of $12,758,678.55, expended for the purchase of 697.69 miles of constructed road, all of which was charged to construction account.

The amount expended for additions and betterments to rolling stock (not including equipment acquired with purchase of constructed road) amounted to $325,858.67, which was charged to equipment account. There were purchased during the year 40 refrigerator and 500 stock cars; also air-brake attachments and automatic couplers to freight cars, costing $28,670.75, and gas fixtures, air signals, steam heat, etc., on passenger cars, costing $13,152.37.

At the close of the year the equipment consisted of 1,010 locomotives, of which 943 were equipped with Westinghouse brakes; 22 parlor,

9 dining, 2 buffet, 26 chair, 479 first class, 44 second class, 39 mil mail, 149 express, 76 baggage and combination, and 8 officers' ca total of 885 cars in the passenger service, all of which were equi with Westinghouse brakes and Chicago and Miller platforms.

In the freight service there were 19,221 box, 2,881 stock, 3,250 3,645 flat, 388 refrigerator, 5,153 ore, and 546 caboose cars, a tot 35,084 cars in this service, of which 13,055 were similarly equi with the cars in the passenger service.

In the road-repair service there were 36 derrick and wrecking dump, gravel and construction, and 26 boarding cars, and 3 s snowplows.

The express business over the company's lines is transacted b American Express Company. The Wagner palace cars are run the company's lines, the latter paying mileage for their use. The pany runs its own parlor and dining cars.

Sundry contracts and agreements have been entered into with o companies at various times for joint use of tracks and terminal facili and with the Union Pacific Railway Company for the establishme a certain joint through line.

The following statements show the financial condition of the com on June 30, 1894:

ASSETS.

Cost of road, fixtures and equipment	$181,843,506.80	
Cost of property other than road	680,752.42	
Land-grant investments	457,981.88	
Fuel, material, and stores on hand	2,056,171.71	
Cash on hand	2,500,106.50	
Company's stocks and bonds owned by company	11,160,964.58	
Other stocks and bonds, including bonds held as collateral for bonds of the Chicago and Northwestern Railway Company issue	26,829,354.60	
Accretions and payments to trustees of sinking fund	6,829,461.20	
Bills receivable	43,088.96	
Accounts receivable	1,908,633.19	
Total assets		$234,310,0

LIABILITIES.

First-mortgage bonds and other funded debt	$130,112,500.00
Interest on same, due and unpaid	215,277.52
Interest on same, accrued, not due	1,741,921.84
Purchase account, bonds on hand, etc	8,550,000.00
Dividends unpaid	7,988.50
Dividends declared payable July 5, 1894	1,562,434.50
Accounts payable	29,700.00
Pay rolls and vouchers	2,233,337.86
Due other companies on account of traffic	188,767.03
Due other companies on account of leases	6,000.00
Sinking funds, installments paid	5,878,046.20
Sinking funds, accretions thereto	951,415.00
Fremont, Elkhorn and Missouri Valley Railroad Co.	177,835.25
Missouri Valley and Blair Railway and Bridge Co	1,258,120.28

Securities for capital stock issued	$2,334,267.09	
Securities retired and canceled from income	890,000.00	
Total debt	156,137,611.07	
Capital stock	66,528,820.53	
Total stock and debt		$222,666,431.60
Surplus		11,643,590.24

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.		
Earnings	$31,680,910.33	
Dividends on stocks of other companies	378,227.50	
Interest on bonds of other companies	11,180.00	
Interest on miscellaneous investments	38,860.94	
Receipts of the land department	364,074.93	
Total		$32,473,253.70
EXPENDITURES.		
Operating expenses and taxes	$20,948,028.26	
Interest on funded debt	6,872,996.57	
Rentals	10,221.32	
Sinking fund requirements, company and guaranteed interest	365,328.68	
New construction	956,135.16	
New equipment	325,858.67	
Dividends, Nos. 78, 79, 80, and 81, preferred, and 39 and 40, common, 1894	3,906,594.00	
Expenses of land department	112,933.10	
Lands purchased	1,801.38	
Total expenditures		33,499,897.14
Deficit		1,026,643.44

Comparative statement of the earnings and expenses of the Chicago and Northwestern Railway Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$9,109,388.84	$8,360,625.40	$748,763.44	.....
Freight	21,184,457.04	23,110,913.81	.....	$1,926,456.77
Mail	719,982.81	663,435.77	56,547.04	.....
Express	484,275.83	418,514.91	65,760.92	.....
Miscellaneous	182,805.81	165,139.46	17,666.35	.....
Total	31,680,910.33	32,718,629.35	.....	1,037,719.02
EXPENSES.				
Maintenance of way and structures	4,115,442.97	4,416,414.08	.....	300,971.11
Maintenance of equipment	2,625,190.99	3,396,235.92	.....	771,044.93
Conducting transportation	11,671,299.25	12,036,910.73	.....	365,611.48
General expenses and taxes	2,536,095.05	2,456,431.49	79,663.56	.....
Total	20,948,028.26	22,305,992.22	.....	1,357,963.96
Net earnings	10,732,882.07	10,412,637.13	320,244.94	.....
Miles operated	5,030.78	4,273.07	757.71	.....
Earnings per mile	$6,297.41	$7,656.93	.....	$1,359.52
Expenses per mile	4,163.97	5,220.13	.....	1,056.16
Net earnings per mile	2,133.44	2,436.80	.....	303.36
Percentage of expenses to earnings	66.12	68.17	.....	2.05

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY.

In consequence of the failure of this company to submit a report of its operations for the fiscal year ended June 30, 1893, it became the duty of the Commissioner of Railroads, under the provisions of the act approved June 19, 1878 (20 Stat., 169), to report the fact of such failure to the Secretary of the Interior for reference by him to the Attorney-General, for the institution of the necessary legal proceedings to recover the penalty prescribed by section 5 of the act referred to.

Under date of May 12, 1894, the Commissioner of Railroads was advised by the Department of Justice, through the Department of the Interior, that the U. S. attorney for the northern district of Illinois had been directed to bring suit accordingly.

In like manner the company has failed to submit, on the form prescribed by this Bureau, a report of its operations for the year ended June 30, 1894.

The original charter, in Illinois, was granted February 27, 1847, to the Rock Island and La Salle Railroad Company. By charter granted February 7, 1851, the name of the road was changed to Chicago and Rock Island. A consolidation of these companies was effected August 20, 1866, with the Chicago, Rock Island and Pacific Railroad Company of Iowa, and the Mississippi and Missouri Railroad Company (chartered in 1852 for the extension of the line from the Mississippi to the Missouri River), under the name of the Chicago, Rock Island and Pacific Railroad Company. On June 4, 1880, the Chicago, Rock Island and Pacific Railroad Company was consolidated with the South Chicago Branch, the Washington Branch, the Iowa Southern and Missouri Northern Railroad, the Atchison Branch, the Indianola Branch, the Newton and Monroe Railroad, the Atlantic Southern Railroad, the Avoca, Macedonia and Southwestern Railroad, and the Atlantic and Audubon Railroad, forming the Chicago, Rock Island and Pacific Railway Company.

By the act of Congress approved May 15, 1856, there were granted by the United States, through the State of Iowa, to the Mississippi and Missouri Railroad Company, 1,261,181.60 acres of land.

Davenport, Iowa, and the transfer grounds, Union Pacific Railway, are the land-grant termini.

The records of the General Land Office show that to June 30, 1894, there had been patented to the company by the Government 420,169.21 acres of land.

Poor's Manual of Railroads, 1894, contains the following information with regard to the company's land department:

	Acres.	Acres.
Received under the Congressional grant		550,193.51
Sold to March 31, 1893	548,564.46	
Unsold April 1, 1893	1,629.05	
		550,193.51

The following is compiled from the report of the directors to the stockholders of the company for the year ended March 31, 1893:

The main line of road extends from Chicago, Ill., to Council Bluffs, Iowa, a distance of 498.81 miles.

The principal branch lines owned are as follows:

	Miles.
Davenport, Iowa, to Atchison, Kans	341.84
South Omaha, Nebr., to Jansen, Nebr	107.05
Elwood, Kans., to Liberal, Kans	439.54
Herington, Kans., to Terral, Ind. T	349.07
Horton, Kans., to Roswell, Colo	568.65
McFarland, Kans., to Belleville, Kans	103.98

Other branch lines, 969.71 miles in length, make a total of 2,879.84 miles owned.

The company also leases 352.66 miles, and has trackage rights over 377.68 miles, an aggregate of 3,610.18 miles of road operated.

The following comparative statement shows the earnings and expenses of the company for the years ended June 30, 1894 and 1893:

Comparative statement of the earnings and expenses of the Chicago, Rock Island and Pacific Railway Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$6,027,478.42	$6,110,435.51		$82,957.09
Freight	12,543,194.69	13,599,370.28		1,056,175.59
Mail	457,192.49	453,824.31	$3,368.18	
Express	346,310.65	348,424.30		2,113.65
Miscellaneous	799,211.58	1,056,081.75		256,870.17
Total	20,173,287.83	21,568,136.15		1,394,748.32
EXPENSES.				
Maintenance of way and structures	2,856,675.53	3,266,947.03		410,271.50
Maintenance of equipment	2,115,738.71	2,555,810.85		440,072.14
Conducting transportation	7,115,584.29	7,232,751.34		117,167.05
General expenses and taxes	2,373,666.13	2,564,125.59		290,459.46
Total	14,461,564.66	15,619,634.81		1,158,070.15
Net earnings	5,711,823.17	5,948,501.34		236,678.17
Miles operated	3,610	3,456	154	
Earnings per mile	$5,588.19	$6,240.78		$652.59
Expenses per mile	4,005.97	4,519.57		513.60
Net earnings per mile	1,582.22	1,721.21		138.99
Percentage of expenses to earnings	71.68	72.42		.74

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY.

(CHICAGO AND NORTHWESTERN RAILWAY COMPANY.)

This company was organized under the general laws of the State of Wisconsin June 1, 1880, by the consolidation of the Chicago, St. Paul and Minneapolis and the North Wisconsin railway companies. Under the terms of consolidation, the St. Paul and Sioux City and the Sioux

City and St. Paul railroads were purchased. Included in the main line are 5.20 miles from St. Paul to Mendota, which are owned jointly with the Chicago, Milwaukee and St. Paul Railway Company. There are 11.4 miles of the St. Paul, Minneapolis and Manitoba Railway, from East Minneapolis to St. Paul, and 1.59 miles of the Northern Pacific Railroad (bridge) near Duluth leased or operated under traffic contracts. During the past year the Menomonie Railway, running from Cedar Falls, Wis., to connection with main line near Menomonie Junction, Wis., and from Menomonie Junction to Menomonie, Wis., a total of 5.02 miles; the Sault Ste. Marie and Southwestern Railway, running from Fairchild, Wis., to Mondovi, Wis., a distance of about 37 miles; and the Eau Claire Railway, running from West Eau Claire, Wis., to Shaws Mills, Wis., a distance of 2.74 miles, were merged into the property and conveyed to the Chicago, St. Paul, Minneapolis and Omaha Railway Company. The first two of these roads have heretofore been operated as proprietary companies. An extension from Ponca to Newcastle, Nebr., 10.62 miles, was opened August 24, 1893.

By the acts of Congress approved June 3, 1856, and May 5, 186[illegible] grants of land were made to roads now belonging to the Chicago, St. Paul, Minneapolis and Omaha Railway Company as follows:

	Acres.
St. Croix and Lake Superior	1,251,208.[illegible]
La Crosse and Milwaukee	922,497.[illegible]
Total	2,173,706.4[illegible]

Hudson, Wis., and Superior, Wis., and branch Superior Junction, Wis., and Bayfield, Wis., are the land-grant termini.

The records of the General Land Office show that to June 30, 1894, there had been patented to the—

	Acres.
St. Croix and Lake Superior	1,349,610.48
La Crosse and Milwaukee	816,825.62
Total	2,166,436.10

The records of the General Land Office also show that 125,000 acres of railroad indemnity lands, belonging to the Chicago, St. Paul, Minneapolis and Omaha Railway Company, located in Wisconsin, have been restored to the public domain.

The company's report shows that to June 30, 1894, the total number of acres received by United States patent was 987,955.50; from the State of Wisconsin, 1,174,887.29; and by cancellation of contracts, 3,157.32, a total of 2,166,000.11. The report also shows that to the same period there had been disposed of for cash and on time contracts 1,717,616.92 acres. The total cash receipts from all sales to the above date amounted to $7,561,835.91, and there remained outstanding on account of time sales the sum of $372,114.58. The receipts of the

land department during the year were $255,894.32, and the expenses $44,392.42.

The main line of road extends from—

	Miles.
Elroy, Wis., to Minneapolis, Minn	195.17
North Wisconsin Junction to Bayfield, Wis	178.24
Eau Claire to Spooner, Wis	81.51
Superior Junction, Wis., to Duluth, Minn	71.45
St. Paul, Minn., to Sioux City, Iowa	243.76
Sioux City, Iowa, to Omaha, Nebr	123.06
Total	893.19

There are also 529.45 miles of branches, 384.37 miles of sidings, and 23.70 miles of double track, a total of 1,830.71 miles of track, of which 1,376.50 miles are laid with steel rails.

The additions and betterments to railway during the year amounted to $76,514.69, with no expenditures for rolling stock. There were laid during the year 4,313.25 tons of steel rails, at a cost of $127,672.20, and 602,041 cross-ties were placed in the track, at a cost of $313,066.34.

At the end of the year the equipment consisted of 61 passenger, 171 freight, and 37 switching locomotives; total, 269, of which 266 were equipped with Westinghouse, New York air, American steam, and Eames's vacuum brakes. In the passenger service there were 1 buffet, 4 parlor, 2 dining, 3 chair, 79 first-class, 24 second-class, 11 mail, 39 baggage, 15 express, combination, and mail, 21 combination, and 3 officers' cars; total, 202, all equipped with Westinghouse brakes and Miller platforms. In the freight service there were 6,054 box, 393 stock, 934 coal, 1,234 flat, 75 refrigerator, 75 furniture, and 127 caboose cars; total, 8,892. In the road and miscellaneous service there were 46 dump, gravel, and construction, 3 boarding, and 9 wrecking cars, and 1 rotary snow plow.

The express business on the company's lines is transacted by the American Express Company under contract on a tonnage basis. By contract with the Pullman Palace Car Company its sleepers are run over the company's lines on a mileage basis.

The following statements show the financial condition of the company on June 30, 1894:

ASSETS.

Cost of road, fixtures, and equipment	$54,164,390.00	
Fuel, material, and stores on hand	952,900.56	
Cash on hand	907,265.03	
Company's stocks and bonds owned by company	4,823,886.65	
Other stocks and bonds	251,700.00	
Bills receivable	892.26	
Accounts receivable	1,351,102.81	
Due from U. S. Post-Office Department	106,059.94	
Total		$62,558,197.25

LIABILITIES.

First-mortgage bonds	$24, 735, 800. 00	
Interest on same, due and accrued, including coupons due July 1, 1894	73, 908. 50	
Interest on same, accrued not due	191, 448. 34	
Dividends unpaid	394, 199. 50	
Pay rolls and vouchers	495, 062. 00	
Due other companies on account of traffic	63, 884. 01	
Due other companies on account of leases	8, 760. 10	
Accrued taxes not yet due	218, 948. 04	
Total debt	26. 182, 010. 49	
Capital stock	34, 050, 126. 66	
Total stock and debt		$60,
Surplus		2,

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$8, 075, 900. 13	
Dividends on stocks of other companies	3, 000. 00	
Interest on bonds of other companies	8, 100. 00	
Interest on miscellaneous investments	463. 54	
Receipts of the land department	255, 894. 32	
Total		$8,

EXPENDITURES.

Operating expenses and taxes	$5, 492, 851. 37	
Interest on first-mortgage bonds	1, 450, 416. 00	
Interest on other debt	6, 787. 64	
New construction	76, 514. 69	
Dividends Nos. 35, 36, December, 1893, and June, 1894.	787, 976. 00	
Expenses of the land department	44, 392. 42	
Total		7,
Surplus		

Comparative statement of the earnings and expenses of the Chicago, St. Paul, Minneapolis and Omaha Railway Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$1,908,832.95	$2,135,100.32	.....	$226,267.37
Freight	5,725,944.57	6,628,702.08	.....	902,757.51
Mail	189,599.27	183,334.79	$6,264.48	.....
Express	137,206.20	107,411.07	29,795.13	.....
Miscellaneous	114,317.14	136,272.00	.....	21,954.86
Total	8,075,900.13	9,190,820.26	.....	1,114,920.13
EXPENSES.				
Maintenance of way and structures	1,254,312.67	1,877,240.04	.....	622,927.37
Maintenance of equipment	698,911.90	954,345.80	.....	255,433.90
Conducting transportation	2,621,186.82	2,906,791.25	.....	285,604.43
General expenses and taxes	918,439.98	932,498.56	.....	14,058.58
Total	5,492,851.37	6,670,875.65	.....	1,178,024.28
Net earnings	2,583,048.76	2,519,944.61	63,104.15	.....
Miles operated	1,492.23	1,481.61	10.62	.....
Earnings per mile	$5,411.96	$6,203.26	.....	$791.30
Expenses per mile	3,680.97	4,502.45	.....	821.48
Net earnings per mile	1,730.99	1,700.81	30.18	.....
Percentage of expenses to earnings	68.01	72.58	.....	4.57

DUBUQUE AND SIOUX CITY RAILROAD COMPANY.

(ILLINOIS CENTRAL RAILROAD COMPANY.)

This company was chartered by the State of Iowa November 24, 1856, as the Dubuque and Pacific Railroad Company. It was sold under foreclosure August 21, 1860, and the present company organized. The road was opened to Cedar Falls, 100 miles, April 1, 1861, and to the present terminus in 1866. A controlling interest was acquired by the Illinois Central Railroad Company in 1887.

By the act of Congress approved May 15, 1856, there were granted to the Dubuque and Pacific Railroad Company, through the State of Iowa, 1,226,163 acres of land. The records of the General Land Office show that to June 30, 1894, there had been patented to the company 327,690.39 acres, and to the Iowa Falls and Sioux City Railroad Company 683,023.80 acres. Dubuque, Iowa, and Sioux City, Iowa, are the land-grant termini.

The company makes no report of the operations of its land department with the exception of an amount of $1,366.67 received from interest on time sales, and $16,317.50 outstanding on that account.

The main line of road extends from Dubuque to Sioux City, Iowa, a distance of 326.58 miles, and the report of the operating company is restricted in detail thereto.

The expenditures during the year for additions and betterments to railway amounted to $16,639.44, all of which was charged to construction account.

The equipment consists of 17 passenger, 30 freight, and 8 switching locomotives; 28 first-class and 17 combination cars, all equipped with Westinghouse brakes and Miller platforms; 137 box, 24 stock, 14 coal, 24 flat, and 7 caboose cars, none of which have air brakes.

The following statements show the financial condition of the company on June 30, 1894:

ASSETS.

Cost of road and fixtures	$17,241,786.73	
Land contracts	16,317.50	
Company's stocks and bonds owned by company	523,073.13	
Other stocks and bonds	5.80	
Accounts receivable	243.82	
Total		$17,781,426.98

LIABILITIES.

First-mortgage bonds	$9,547,000.00	
Interest on same due and accrued	24,237.50	
Dividends unpaid	956.05	
Pay rolls, vouchers, and accounts	713.49	
Due other companies on account of traffic	60,774.29	
Total	9,633,681.33	
Capital stock	7,999,600.00	
Total stock and debt		17,633,281.33
Surplus		148,145.65

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$2,201,507.33	
Dividends on stocks of other companies	187.50	
Interest on bonds of other companies	32,235.00	
Receipts of the land office	1,366.67	
Total		$2,235,296.50

EXPENDITURES.

Operating expenses	$1,261,459.23	
Interest on first-mortgage bonds	348,570.00	
New construction	16,639.44	
Dividends, December 31, 1893, and June 30, 1894	199,990.00	
Net loss on branch lines	387,462.11	
Total		2,214,120.78
Surplus		21,175.72

Comparative statement of the earnings and expenses of the Dubuque and Sioux City Railroad Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$558,383.27	$601,572.47	.....	$43,189.20
Freight	1,449,868.09	1,434,292.27	$15,575.82	.....
Mail	68,779.85	67,893.61	886.24	.....
Express	75,232.57	42,932.49	32,300.08	.....
Miscellaneous	49,243.55	50,361.74	.....	1,118.19
Total	2,201,507.33	2,197,052.58	4,454.75	.....
EXPENSES.				
Maintenance of way and structures	222,318.31	344,339.12	.....	122,020.81
Maintenance of equipment	194,644.80	199,867.09	.....	5,222.29
Conducting transportation	601,731.36	624,793.46	.....	23,062.10
General expenses and taxes	242,764.76	224,180.22	18,584.54	.....
Total	1,261,459.23	1,393,179.89	.....	131,720.66
Net earnings	940,048.10	803,872.69	136,175.41	.....
Miles operated	326.58	326.58	.....	.....
Earnings per mile	$6,741.09	$6,727.45	13.64	403.33
Expenses per mile	3,862.63	4,265.96	.....	.....
Net earnings per mile	2,878.46	2,461.49	416.97	.....
Percentage of expenses to earnings	57.30	63.41	.....	6.11

HANNIBAL AND ST. JOSEPH RAILROAD COMPANY.

(CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY.)

This company has failed to submit, on the form prescribed by the bureau, a report of its operations for the year ended June 30, 1894, a copy of its general balance sheet and a statement of earnings and expenses only having been furnished.

The company was chartered by the State of Missouri February 16, 1847, and the road opened February 14, 1859. The branches were built under separate charters. In 1882 a controlling interest in this road was purchased by the Chicago, Burlington and Quincy Railroad Company. The Missouri Pacific Railway Company uses the road between St. Joseph and Atchison, together with the terminal facilities at St. Joseph. The Chicago, Rock Island and Pacific Railway Company pays rental for running its trains between Cameron and Kansas City.

By the act of Congress approved June 10, 1852, there were granted to the company, through the State of Missouri, 781,944.83 acres of land. Hannibal, Mo., and St. Joseph, Mo., are the land grant termini. The records of the General Land Office show that to June 30, 1894, there had been patented to the company 603,186.34 acres.

In respect of the company's land department, Poor's Manual of Railroads, 1894, says:

The company received a land grant under which 603,906 acres have been certified, all of which, with the exception of about 20,000 acres, have been sold.

The following statements, referred to above, show in part the fi cial condition of the company on June 30, 1894:

ASSETS.

Cost of road	$20,272,737.25	
Cost of equipment	3,460,265.31	
Stocks owned	109,800.00	
Cash and current assets	938,476.35	
Materials and supplies	203,459.27	
Total		$24,984,7

LIABILITIES.

Funded debt	$8,000,000.00	
Current liabilities	303,629.14	
Interest on same accrued, not paid	1,000.00	
Accounts not liabilities	79,817.04	
Income account	2,123,288.76	
Total	10,507,734.94	
Capital stock	14,251,969.00	
Total		24,759,7
Surplus		225,0

Comparative statement of the earnings and expenses of the Hannibal and St. Joseph road Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decre
EARNINGS.				
Passenger	$711,773.48	$678,662.20	$33,111.28	.....
Freight	1,552,452.88	1,867,795.20	.....	$315,
Mail	85,869.35	85,833.69	35.66	.....
Express	73,800.00	71,899.98	1,900.02	.....
Miscellaneous	381,297.04	346,869.87	34,427.17	.....
Total	2,805,192.75	3,051,060.94	.....	245,
EXPENSES.				
Maintenance of way and structures	182,580.15	318,909.17	.....	136,
Maintenance of equipment	231,603.54	345,474.23	.....	113,
Conducting transportation	1,086,933.60	1,204,947.93	.....	118,
General expenses	172,144.48	183,129.43	.....	10,
Total	1,673,261.77	2,052,460.76	.....	379,
Net earnings	1,131,930.98	998,600.18	133,330.80	.....
Miles operated*	295.25	295.25	.....	.....
Earnings per mile	$9,501.07	$10,333.82	.....	$
Expenses per mile	5,667.27	6,951.60	.....	1,
Net earnings per mile	3,833.80	3,382.22	$451.58	.....
Percentage of expenses to earnings	59.65	67.27	.....	

*As shown by Poor's Manual of Railroads.

ITTLE ROCK AND MEMPHIS RAILROAD COMPANY.

ESSOR TO THE MEMPHIS AND LITTLE ROCK RAILROAD COMPANY.)

d, comprising originally three divisions, extends from the i River, opposite Memphis, Tenn., to Little Rock, Ark., a f 131 miles. The first division, from the Mississippi to the s River, 38 miles, was completed in 1859. Work of construc- upted by the war, was resumed in 1865 and the road was pleted in April, 1871.

tees of the general mortgage took possession in August, 1884, ad, and organized the present company September 1, 1887. 1893, by decree of court, the president was appointed receiver.

cts of Congress approved February 9, 1853, and July 28, were granted to the Memphis and Little Rock Railroad through the State of Arkansas, 438,646 acres of land. The i River, opposite Memphis, and Argenta, opposite Little the land-grant termini.

rds of the General Land Office show that to June 30, 1894, been patented to the company 167,567.25 acres. The report of the operations of the land department is exceed- ger, only the number of acres disposed of during the year en. The depressed condition of the company's affairs is s the reason for an incomplete report.

n line of this road extends from Argenta, Ark., to Hopefield, osite Memphis, Tenn., a distance of 131.83 miles. There lditions and betterments to railway or rolling stock during The roadway, bridges, track, buildings, etc., are assessed n at a valuation of $555,963, and the equipment at $112,740, ceiver makes no itemized report.

press business on the company's lines is transacted by the xpress Company under contract. The Pullman Palace Car runs its cars on a mileage basis.

wing statements show the financial condition of the company), 1894:

ASSETS.		
cts, land cash, etc	$8,051.50	
ial, and stores on hand	36,026.42	
d	6,858.73	
eivable	56,140.33	
		$107,076.98
LIABILITIES.		
ertificates	$40,252.38	
e	45,000.00	
yable	15,118.83	
d vouchers	14,279.90	
ompanies on account of traffic	6,606.65	
nd-grant mortgage	233.30	
		121,491.06
t		14,414.08

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.		
Earnings	$368,823.56	
Receipts of the land department	2,198.68	
Total		$371,02
EXPENDITURES.		
Operating expenses	$348,284.94	
Expenses of the land department	1,975.70	
Total		350,26
Surplus		20,76

Comparative statement of the earnings and expenses of the Little Rock and Memphis l road Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrea
EARNINGS.				
Passenger	$81,850.20	$122,826.03		$40,4
Freight	262,554.60	250,968.18	$11,586.42	
Mail	16,674.18	16,674.69		
Express	6,773.53	8,671.27		1,8
Miscellaneous	965.05	1,589.70		6
Total	368,823.56	400,229.87		31,4
EXPENSES.				
Maintenance of way	85,974.72	92,670.77		6,6
Motive power	35,063.09	43,240.79		7,5
Maintenance of cars	164,241.16	194,862.97		30,6
General expenses and taxes	62,405.97	73,249.17		10,8
Total	348,284.94	404,013.70		55,7
Net loss		3,783.83		
Net earnings	20,538.62		24,322.45	
Miles operated	132.00	132.00		
Earnings per mile	$2,794.12	$3,032.04		$2
Expenses per mile	2,638.52	3,060.71		4
Net loss per mile		28.67		
Net earnings per mile	155.60		$184.27	
Percentage of expenses to earnings	94.43	100.94		

MISSOURI PACIFIC RAILWAY COMPANY.

This company is the successor of the Pacific Railroad Compan Missouri, which was organized under the general laws of the Stat Missouri, March 12, 1849, to build a road from St. Louis to Jeffer City, and thence to the western boundary of the State.

The land grant to the Pacific Railroad of Missouri, 1,161,235.07 ac (see history of the St. Louis and San Francisco Railway Company), conveyed to the South Pacific Railroad. This road was taken pos sion of by the State in 1866 for nonpayment of interest on the St subsidy and sold, with the lands, to the Atlantic and Pacific Railr Company, which, in 1872, leased the line of the old company. The roads were operated under one management until 1876, when the Pa

s sold under process of foreclosure of the third mortgage and d by the purchasers to the present company, which was incor- October 21, 1876. By articles of association filed August 11, e Missouri Pacific was consolidated with the St. Louis and Lex- the Kansas City and Eastern, the Lexington and Southern, the s, Kansas and Arizona, the Missouri River, and the Leaven- Atchison and Northwestern railroads, which, with the other reinafter named, form the existing company.

company leases the following roads, which are subject to the ns of the act approved June 19, 1878:

al Branch Union Pacific Railroad (which see), the lease running nty-five years from December 31, 1885, the Missouri Pacific ng to the Union Pacific Company (owners) for the net earnings.

Rock and Fort Smith Railway, which received a grant in aid ruction of 1,100,000 acres of land, 1,057,647.55 of which had tented to June 30, 1894.

31 this company acquired the property of the St. Louis, Iron in and Southern Railway Company (which see).

ving are the termini of the different land-grant railroads which part of the Missouri Pacific Railway system: Southwest Branch Railroad of Missouri, St. Louis, Mo., and Pacific, Mo.; Central Union Pacific (formerly Atchison and Pike's Peak Railroad), n, Kans., and Waterville, Kans.; Little Rock and Fort Smith , Argenta, on left bank of Arkansas River, opposite Little rk., and Garrison avenue, Fort Smith, Ark.

mpany makes no report of the operations of its land department.

ain line of this road extends from the levee, Eleventh street, s, to Webster street, Omaha, a distance of 492.88 miles. The also owns 766.62 miles of branch lines and leases 307.57 miles, f 1,567.07 miles of road owned and operated. There are 33.76 double track, 230.18 miles of sidings on the main line, and 185.25 sidings on branch lines, an aggregate of 2,016.26 miles of track. e 148.68 miles of road ballasted with stone, 212.53 miles with 10 miles with cinder, and 1,095.86 miles with earth. There are miles of barbed wire fencing. Steel rails of from 56 to 63 pounds r yard are laid on 1,515.01 miles of track and iron rails of from pounds on 52.06 miles of track.

ments to railway and equipment were effected through expense , no improvement account being kept.

were 2,303.84 tons of new rails laid during the year, at a cost 13.59, and 679,733 new oak cross-ties placed in the track at a $207,511.71. During the same period there were added 1 chair, l flat, 1 caboose, 8 coal, and 8 dump cars.

e end of the year the equipment consisted of 77 passenger, 209 and 51 switching locomotives, 208 of which were equipped with house brakes; 2 parlor, 55 sleeping, 54 chair, 116 first class, 59

mail, baggage, and express, 51 combination and 7 officers' cars, a equipped with Westinghouse brakes and Miller platforms. In t freight service there were 5,813 box, 890 stock, 4,230 coal, 709 flat, 3 refrigerator, 15 fruit, and 158 caboose cars. Total number of cars the passenger service 344, freight service 12,193; aggregate, 12,537.

In the road and miscellaneous service there were 30 dump, 13 boar ing, 16 wrecking, 761 hand, and 670 push cars, and 8 derricks.

The Pacific Express Company, under contract dated May 1, 188 whereby the railway company receives a stipulated percentage of gros earnings, transacts the express business on the company's lines.

The Pullman Palace Car Company, under contract dated Novembe 1, 1886, runs its sleeping cars over the lines of the railway company o a mileage basis.

The American Refrigerator Transit Company of Illinois, under co tract dated January 1, 1894, furnishes refrigerator cars, receiving mileage compensation for their use in addition to a revenue commissio

This company has executed leases as follows:

February 16, 1880, Hannibal and St. Joseph Railroad Company; joint use of trac between Winthrop and St. Joseph, Mo., including terminal facilities at St. Josep for the period of twenty-five years, at an annual rental and proportionate cost of mai tenance.

July 1, 1880, Boonville, St. Louis and Southern Railway; lease of road for thir years.

January 1, 1885, St. Louis and San Francisco Railway Company; joint use of te minal facilities at St. Louis and Carondelet, Mo., at a fixed rental and payment proportionate charge for taxes and expense of maintenance.

September 27, 1886, Verdigris Valley, Independence and Western Railway; lease road for forty years at a fixed rental per mile per annum, together with cost of mai tenance, including taxes.

October 31, 1886, Leroy and Caney Valley Air Line Railroad; same time and co ditions of lease as the Verdigris Valley, Independence and Western Railway.

February 1, 1890, Osage Division, Missouri, Kansas and Texas Railway, extendi from Holden, Mo., to Paola, Kans.; lease of road at an annual rental until terminati of receivership.

January 1, 1891, Kansas City and Southwestern Railway Company of Missou lease of road extending from Cecil, Mo., to the line between Missouri and Kans together with its leased line, the Kansas City and Southwestern Railway, extendi from the line between Missouri and Kansas to Paola, Kans., for a term of twen five years, the consideration being payment of fixed charges, taxes, renewals, a expenses of maintenance.

The following statements show the financial condition of the compa on June 30, 1894:

ASSETS.

Cost of road, fixtures, and equipment	$49,793,617.23	
Real estate other than road	746,403.24	
Fuel, material, and stores on hand	922,375.01	
Stocks, bonds, and miscellaneous investments	57,466,600.54	
Bills receivable	71,180.33	
Accounts receivable	4,307,824.87	
Due from other companies on account of traffic	6,841.22	
Cash on hand	369,209.74	
Total		$113,684,05

LIABILITIES.

Funded debt	$54,012,000.00	
Interest on same, due and unpaid	404,916.25	
Interest on same, accrued, not due	864,439.57	
Bills and accounts payable	5,189,342.70	
Pay rolls and vouchers	2,437,496.84	
Total debt	62,908,195.36	
Capital stock	47,436,575.00	
Total stock and debt		$110,344,770.36
Surplus		3,339,281.82

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$9,476,054.21	
Dividends, interest on bonds of other companies, and micellaneous investments	880,796.03	
Terminal facilities	193,687.84	
Sundry amounts	119,979.92	
Total		$10,670,518.00

EXPENDITURES.

Operating expenses, rentals, and taxes	$7,118,464.37	
Interest on funded debt	2,724,093.75	
Interest on other debt	354,243.55	
Deficit on branch lines	764,784.14	
Expenses of traffic association	15,010.74	
Compensation retained by United States	78.04	
Discount and premium	107.05	
Sundry expenses	13,926.09	
Total		10,990,707.73
Deficit		320,189.73

Comparative statement of the earnings and expenses of the Missouri Pacific Railway Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$1,749,661.37	$2,108,470.43	.....	$358,809.06
Freight	6,259,883.07	7,790,906.05	.....	1,531,082.98
Mail	447,895.81	436,091.13	$11,804.68	.....
Express	166,140.80	205,225.60	.....	39,084.80
Miscellaneous	852,473.16	933,640.32	.....	81,167.16
Total	9,476,054.21	11,474,393.53	.....	1,998,339.32
EXPENSES.				
Maintenance of way and structures	1,310,861.29	1,710,952.29	.....	400,091.00
Maintenance of equipment	1,288,580.65	1,799,958.42	.....	511,377.77
Conducting transportation	3,569,674.74	4,117,813.32	.....	548,138.58
General expenses and taxes	471,675.45	593,987.23	.....	122,311.78
Total	6,640,792.13	8,222,711.26	.....	1,581,919.13
Net earnings	2,835,262.08	3,251,682.27	.....	416,420.19
Miles operated	1,567.07	1,562.48	4.59	.....
Earnings per mile	$6,046.98	$7,343.70	.....	$1,296.72
Expenses per mile	4,237.71	5,262.60	.....	1,024.89
Net earnings per mile	1,809.27	2,081.10	.....	271.83
Percentage of expenses to earnings	70.08	71.66	.....	.58

MISSOURI, KANSAS AND TEXAS RAILWAY COMPANY.

The Union Pacific Railway Company, Southern Branch, incorpor under a general act of the legislature of Kansas September 25, was built from Junction City, Kans., to the southern boundary li the State, a distance of 182 miles, in 1869 and 1870, and opened Oct 1, 1870.

On March 31, 1870, a certificate was filed with the secretai state, changing the name of the Union Pacific Railway, Sout Branch, to that of the Missouri, Kansas and Texas Railway Com

On the 12th of December, 1870, the ratification by the stockhold the Missouri, Kansas and Texas Railway Company was filed, rati the consolidation between the Missouri, Kansas and Texas Rai Company and the Neosho Valley and Holden and the Labette Sedalia Railroad companies, and to correct a misnomer contain three articles, and declaring the same to be the Missouri, Kansas Texas Railway Company.

The legislature of 1871 passed an act legalizing the aforesaid solidations (see laws of 1871, p. 287).

The St. Louis and Santa Fe Railroad was purchased at forecl sale April 29, 1872, and the Hannibal and Central Missouri was chased in 1873. Default in the payment of bond interest due Ju 1888, led to the appointment by the United States court of recei who, pending reorganization, had possession of the road until Ju 1891. On July 1, 1891, the present company came into possessi the property.

By the act of Congress approved March 3, 1863, there were gr to the Union Pacific Southern Branch, through the State of Ka 1,520,000 acres of land. Junction City, Kans., and the southern b ary of Kansas, and to Fort Smith when the Indian title is e guished, are the land grant termini.

The records of the General Land Office show that to June 30, there had been patented to the company 713,015.18 acres of land i State of Kansas. The records of the General Land Office also that 5,700 acres of railroad indemnity land, located in Kansas, been restored to the public domain. The company makes no rep the operations of its land department.

The main line of road extends from Texas Junction, Mo., to Fra Junction, Mo., 161.70 miles, and from Hannibal, Mo., to Houston, a distance of 1,000.30 miles, all of which, except that part of the from Texas Junction to Franklin Junction (see above), and Whitesboro, Tex., to Fort Worth, Tex., 71.18 miles, is owned. The pany also owns 706.60 miles of branch lines, and leases 201.93 mil total of 2,070.53 miles operated.

The Fort Worth line, from Fort Worth to Whitesboro, was built and is owned by the Texas and Pacific Railway Company, and is operated jointly with that company under lease. The Osage division, 54 miles, is operated by the Missouri Pacific Railway Company at an annual rental.

The amounts expended for additions and betterments to railway and to rolling stock during the year were $306,680.56 for railway and $133,101.45 for rolling stock, and were charged to operating expenses. During the same period 3,038.71 tons of new steel rails were laid, at a cost of $76,818.67, and 1,155,275 oak cross-ties placed in the track, at a cost of $367,131.47. Steel rails, of from 52 to 66 pounds per linear yard, have been laid on 2,033.26 miles of track. The average number of cross-ties per mile is 3,000. There are 2,172 miles of barbed-wire fencing. The road is ballasted with 226.26 miles of stone, 299.24 miles of gravel, 100.49 miles of cinder, and 1,444.53 miles of earth.

At the end of the year the equipment consisted of 51 passenger, 167 freight, and 28 switching locomotives, 165 of which were equipped with Westinghouse brakes. In the passenger service there were 25 chair, 50 first-class, 20 second-class, 6 mail, 31 baggage, 12 express, 29 combination, and 4 officers' cars, a total of 177. In the freight service there were 3,215 box, 1,349 stock, 1,800 coal, 632 flat, 176 refrigerator, and 157 caboose cars; total, 7,329. In the road and miscellaneous service there were 4 derricks, 116 dump, gravel, and construction, 4 boarding, 9 wrecking, 458 hand, and 371 push cars; total, 962.

The express business on the company's lines is transacted by the American Express Company under contract. The Wagner Palace Car Company runs its cars over the company's lines on a mileage basis. Contracts and agreements relative to transportation, leases, and joint use of tracks and terminals, have been entered into with the following companies: Wabash, Texas and Pacific; St. Louis, Keokuk and Northwestern; Kansas City, Fort Scott and Memphis, and Missouri Pacific Railway companies. The telegraph service on the company's lines is performed by the Western Union Telegraph Company under contract.

The following statements show the financial condition of the company on June 30, 1894:

ASSETS.

Cost of road, fixtures, and equipment	$128,715,611.30	
Cost of real estate other than road	1,733.50	
Fuel, material, and stores on hand	404,718.06	
Cash on hand	624,691.08	
Bills receivable	816.00	
Due from other companies on account of traffic, net	79,506.48	
Due from U. S. Post-Office Department	77,229.09	
Suspense accounts	23,574.90	
Payments for equipment purchased by receivers under order of court	545,454.10	
Miscellaneous	306,210.47	
Total		$130,779,634.98

LIABILITIES.

First mortgage bonds	$44,975,000.00	
Interest on same, due and unpaid	180,435.00	
Interest on same, accrued not due	300,134.14	
Other funded debt	20,000,000.00	
Interest on other funded debt, due and unpaid	36,570.00	
Accounts payable	1,362,620.99	
Pay rolls and vouchers	711,235.18	
Total debt	67,572,995.31	
Capital stock	62,987,500.00	
Total		$130,560,
Surplus		219,

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$9,877,

EXPENDITURES.

Operating expenses	$6,979,229.47	
Interest on first mortgage bonds	1,874,360.00	
Interest on other funded debt	400,000.00	
Interest on other debt	365,000.00	
Taxes	226,712.21	
Rental of St. Louis terminals	29,010.74	
Rental of Kansas City terminals	12,500.01	
Total		9,886,
Deficit		9,

Comparative statement of the earnings and expenses of the Missouri, Kansas and Railway Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Dec
EARNINGS.				
Passenger	$1,989,447.79	$1,896,987.31	$92,460.48	.....
Freight	7,359,213.36	7,876,356.80	.....	$51
Mail	272,971.22	272,966.57	4.65	.....
Express	162,045.98	156,595.47	5,450.51	.....
Miscellaneous	93,612.26	185,285.09	.....	9
Total	9,877,290.61	10,388,191.24	.....	51
EXPENSES.				
Conducting transportation	2,698,795.65	.....	.....	.....
Maintenance of way	1,439,103.19	.....	.....	.....
Motive power	2,120,552.96	.....	.....	.....
Maintenance of cars	245,578.32	.....	.....	.....
General expenses and taxes	475,279.35	.....	.....	.....
Total	6,979,229.47	7,624,029.12	.....	64
Net earnings	2,898,061.14	2,764,162.12	133,899.02	.....
Miles operated	2,017.01	1,783.44	233.57	.....
Earnings per mile	$4,896.99	$5,824.80	.....	
Expenses per mile	3,460.18	4,274.90	.....	
Net earnings per mile	1,436.81	1,549.90	.....	
Percentage of expenses to earnings	70.66	73.39	.....	

NORTHERN PACIFIC RAILROAD COMPANY.

This company was chartered by the act of Congress approved July 2, 1864, to "construct * * * a continuous railroad and telegraph line * * * beginning at a point on Lake Superior, in the State of Minnesota or Wisconsin, * * * on a line north of the forty-fifth parallel, to some point on Puget Sound, with a branch, via the valley of the Columbia River, to a point at or near Portland, in the State of Oregon." The road was begun in July, 1870, and opened from Ashland, Wis., to Portland, Oreg., September 9, 1883. By the same act there were granted to the company 47,000,000 acres of land in aid of construction.

Ashland, Wis., and Portland, Oreg., via Tacoma, Wallula Junction and Pasco Junction, are the land grant termini.

The records of the General Land Office show that, to June 30, 1894, there had been patented to the company—

	Acres.
In the State of Minnesota	1,298,371.28
In the State of North Dakota	727,278.89
In the State of Oregon	422.75
In the State of Washington	716,172.36
Total	2,742,245.28

The records of the General Land Office also show that 8,946,400 acres of railroad indemnity lands, located in Wisconsin, Minnesota, Dakota, Montana, Idaho, Washington, and Oregon, have been restored to the public domain; and that, by a decision of the Commissioner, dated September 13, 1886, affirmed by the Secretary of the Interior, 32,400 acres of the grant, located in Washington, have also been restored.

The company makes the following report of the operations of its land department:

	Acres.	Acres.
Received by United States patent		2,741,146.58
Sold for cash and on time contracts	8,426,328.88	
Sold as town lots	4,118.50	
		8,430,447.38
Difference (excess)		5,689,300.80

The company also reports the total cash receipts from all sales to date as $33,502,648.59, and the amount outstanding on account of time sales as $4,634,583.66. The receipts during the year were $782,674.45 and the expenses $386,195.20.

The main line of road extends from Ashland, Wis., to Portland, Oreg., and from Pasco to Wallula Junction, Wash., a distance of 2,136.46 miles. By the addition of branch lines and spurs, the mileage is increased to 4,631.19. There are also 723.76 miles of sidings and 64.47 miles of second, third, and fourth track, or a total length of track of 5,419.42 miles. By decree of court August 15, 1893, the company passed into the hands of receivers.

At the end of the year the ballast consisted of 23 miles of stone, 1,276 of gravel, 97.60 miles of cinder, and the remainder of earth. The fencing against stock amounted to 2,011.93 miles of barbed wire, board,

and other fence. There are 29 snowsheds, aggregating 11,741 f length, and 30 tunnels, aggregating 28,338 feet in length.

During the year there were placed in the track 6,114.37 tons o rails and 1,230,834 new cross-ties. The expenditures for addition betterments to the railway amounted to $242,702.47, all of whic charged to operating expenses.

The equipment consisted of 552 locomotives, 536 of which equipped with Westinghouse brakes; 26 dining, 50 sleeping, 69 first 59 second-class, 39 emigrant, 12 mail, 44 baggage, 25 express, 31 express, 28 combination, and 16 officers' cars, making a total of 39 in the passenger service, all of which are equipped with Westing brakes and 309 of which with Miller and 90 with Cowell platforms. freight service there were 7,290 box, 988 stock, 2,008 coal, 3,854 tank, 2 ferry, 219 refrigerator, 30 fruit, 214 logging trucks, an caboose cars, making a total of 14,929 cars in this service, 10,5 which are equipped with Westinghouse brakes and 4,569 with l platforms. In road-repair service there were 97 boarding, 17 wre 2 dump, 703 push, and 781 hand cars, 10 derricks, 16 steam sho snowplows, 127 velocipedes, and 10 pile-drivers. There were a to the equipment during the year 1 combination, 2 boarding, 1 w ing, 27 hand, 39 push and 1 tank cars and 18 velocipedes.

The express business on the company's line of road is transact the Northern Pacific Express Company, under contract. Sleepin are owned jointly by the railroad and the Pullman Palace Car c nies. Contracts and agreements for exchange of business at W and Tacoma have been entered into with the Oregon Railway and gation, the Oregon and Washington, the Northern Pacific Stean and the Pacific Coast Steamship companies.

Lease for use of tracks, St. Paul to Minneapolis, and at Por and for use of depot at Minneapolis and St. Paul, has been gran the Great Northern Railroad, the Minneapolis Union Railway, an St. Paul Union Depot companies. A contract with the Western U Telegraph Company, for the building and joint operation of a tele line, is in force.

The following statements show the financial condition of the pany on June 30, 1894:

ASSETS.

Road, fixtures, and equipment	$212,675,804.23
Contingent assets	16,155,612.11
Fuel, material, and stores on hand	1,192,398.62
Cash on hand	650,478.97
Stocks and bonds	18,082,864.83
Cash in hands of trustees	29,705.22
Sinking fund in hands of trustees, company	1,030,567.09
Bills receivable	247,979.01
Accounts receivable	4,819,204.65
Due from leased lines, losses in operation	2,897,824.24
Deferred payments on account of land sales	4,634,583.66
Total	$262,417,

LIABILITIES.

First-mortgage bonds	$43,393,000.00	
Contingent liabilities	15,349,000.00	
Receiver's certificates	2,027,000.00	
Interest on same	30,405.00	
Other funded debt	94,806,500.00	
Interest on funded debt, due and unpaid	4,178,175.42	
Interest on same, accrued, not due	1,974,566.67	
Dividends unpaid	7,144.00	
Bills payable	1,523,335.10	
Accounts payable and pay rolls and vouchers	4,490,718.52	
Interest on branch-road bonds	1,107,315.00	
Rentals, taxes and interest accrued	1,567,127.45	
Suspense accounts	527,560.99	
Equipment renewal fund	278,578.08	
Outstanding land contracts	2,509,987.18	
Total debt	173,770,413.41	
Capital stock	85,026,428.23	
Total stock and debt		$258,796,841.64
Surplus		3,620,180.99

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$16,547,209.51	
Profits on stocks of other companies	198,881.28	
Profits on bonds of other companies	78,048.55	
Rentals received from other companies	217,099.05	
Profits on miscellaneous investments	141,775.65	
Receipts of the land department, applicable to sinking fund	159,362.43	
Miscellaneous	136,819.51	
Total		$17,477,195.98

EXPENDITURES.

Operating expenses	$11,816,120.17	
Taxes	465,825.06	
Interest on funded debt	7,618,759.90	
Interest on other debt	82,263.84	
Rentals	1,891,323.65	
Sinking-fund requirements, company	1,262,985.96	
Miscellaneous charges	842,922.06	
Total		23,980,200.64
Deficit		6,503,004.66

Comparative statement of the earnings and expenses of the Northern Pacific Railroad Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$4,117,112.46	$5,864,669.18	.....	$1,747,556.72
Freight	11,420,249.02	16,818,091.38	.....	5,397,842.36
Mail	523,768.27	538,129.02	.....	14,360.75
Express	232,601.72	366,726.70	.....	134,124.98
Miscellaneous	253,478.04	332,492.40	.....	79,014.36
Total	16,547,209.51	23,920,108.68	.....	7,372,899.17
EXPENSES.				
Maintenance of way and structures	3,145,497.82	3,711,561.12	.....	566,063.30
Maintenance of equipment	1,500,166.89	2,342,947.29	.....	842,780.40
Conducting transportation	5,756,661.59	6,773,147.87	.....	1,016,486.28
General expenses and taxes	1,879,618.93	2,106,455.61	.....	226,836.68
Total	12,281,945.23	14,934,111.89	.....	2,652,166.66
Net earnings	4,265,264.48	8,985,996.79	.....	4,720,732.31
Miles operated	4,494.84	4,494.84	.....	.....
Earnings per mile	$3,681.37	$5,321.68	.....	$1,640.31
Expenses per mile	2,732.45	3,322.50	.....	590.05
Net earnings per mile	948.92	1,999.18	.....	1,050.26
Percentage of expenses to earnings	74.22	62.43	$11.79	.....

OREGON AND CALIFORNIA RAILROAD COMPANY.

(SOUTHERN PACIFIC COMPANY.)

This company was chartered March 17, 1870, as successor of the Oregon Central Railroad Company of Salem, which was organized under the general laws of the State of Oregon April 22, 1867. The main line, from Portland to Roseburg, 199 miles, was opened December 5, 1872. The road is leased for thirty-four years from August 1, 1893, to the Southern Pacific Company. By the terms of this lease the net earnings or income, after payment of all fixed charges, is to be applied by the lessee company to the payment of interest on the bonded indebtedness of the lessor company, which company shall be entitled to the residue of such net earnings up to 7 per cent on preferred and 6 per cent on the common stock, any excess over such amounts to be retained by the lessee. Should the excess of net earnings or income be insufficient to pay the interest, as aforesaid, then and in such event it shall be optional with the lessee company to make good the deficiency. Should it do so, it may reimburse itself for such deficiencies or advances out of subsequent earnings, with interest at 6 per cent per annum, the security therefor to be a lien on the property and income of the lessor company. The lessee company guarantees the payment, principal and interest, of the bonds already issued, or that may be issued hereafter, under a mortgage bearing date July 1, 1887, from the lessor company to the Union Trust Company of New York.

By the acts of Congress approved July 25, 1866, and May 4, 1870, there were granted by the United States, to aid in the construction of this road, 4,700,000 acres of land in the State of Oregon. Roseville Junction, Cal., and Portland, Oreg., are the land-grant termini.

The records of the General Land Office show that to June 30, 1894, there had been patented to the company 766,958.73 acres. The records of the General Land Office also show that to the same date 810,880 acres of the grant of July 25, 1866, and the whole of the grant of May 4 1870, (1,200,000 acres), had been forfeited by the company, and that 1,800,000 acres of railroad indemnity lands, located in Oregon, had been restored to the public domain.

The company submits the following report on June 30, 1894, of the operations of its land department to date:

	Acres.	Acres.
Acquired by United States patent		615,555.58
Disposed of for cash	201.93	
Disposed of on time contracts	17,299.27	
		17,501.20
Balance owned by company		598,054.38

The company also reports that the total cash receipts from all sales to date amounted to $909,008.59, and that there remained outstanding, on account of time sales, the sum of $891,905.60, principal and interest. The receipts during the year were $49,525.25, and the expenses $55,449.08.

The main line of this road extends from Portland, Oreg., to the California State line, a distance of 366.80 miles, and forms a part of the through line of the Southern Pacific Company to San Francisco. Branch lines extend from Portland to Corvallis, 96.50 miles; from Albany Junction to Lebanon, 11.50 miles; from Woodburn to Natron, 92.70 miles; from Portland to Airlie, 79 miles, and from Sheridan Junction to Sheridan, 7 miles. There are 41.70 miles of sidings on the main line and 32.11 miles of sidings on the branch lines. The total length of track owned and operated is 727.31 miles.

Steel rails are laid upon 612.99 miles and iron rails upon 84.62 miles of track. There are 277.90 miles of barbed wire and board fencing. The average number of cross-ties per mile is 2,806. There were 1,602 tons of new steel rails laid during the year, at a cost of $72,938.46, and 211,923 new cross-ties placed in the track, at a cost of $45,647.71. The cost of additions and betterments to railway amounted during the year to $1,037,739.09, and to rolling stock, $24,647.39. The assessed valuation of roadway, bridges, track, buildings, etc., for taxation, is $2,757,601. and of rolling stock and equipment, $365,613.

At the end of the year the equipment consisted of 60 locomotives, all equipped with Westinghouse brakes. In the passenger service there were 6 sleeping, 44 first class, 2 second class, 11 mail, baggage, and express, 10 baggage, 3 express, and 4 combination cars—total 80; of which

77 were equipped with Westinghouse brakes and 80 with Miller forms. In the freight service there were 538 box, 22 stock, 8 furn 470 flat, 85 combination, 22 fruit, and 16 caboose cars—total, 1,1 this number 293 were equipped with Westinghouse brakes and 22 Miller platforms. In the road and miscellaneous service there 1 derrick tender, 2 pile-drivers, 1 station, and 33 dump cars.

The following statements show the financial condition of the pany on June 30, 1894:

LIABILITIES.

First-mortgage bonds	$19,625,000.00	
Dividends unpaid	2,045.73	
Accounts payable	131,436.33	
Total debt	19,758,482.06	
Capital stock	19,000,000.00	
Total stock and debt		$38,758,

ASSETS.

Cost of road, fixtures, and equipment	$36,099,532.29	
Cost of real estate other than road	37,685.02	
Land contracts	704,793.03	
Company's stocks and bonds owned by company	918,000.00	
Sinking fund in hands of trustees	52,422.86	
Bills receivable	537.76	
Accounts receivable	16,746.70	
Total		37,829,
Balance, deficit		928,

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Receipts of the land department	$83,216.55	
Rent from lease	3,750.00	
Miscellaneous	1,116.87	
Total		88,

EXPENDITURES.

Net loss in operation under lease year ended December 31, 1894	$442,832.82	
Expenses of the land department	55,449.08	
Sundry expenses	517.56	
Total		498,
Deficit		410,

Comparative statement of the earnings and expenses of the Oregon and California Railroad Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$846,774.33	$1,015,562.27	.....	$168,787.94
Freight	668,020.99	839,448.36	.....	171,427.37
Mail	90,666.11	90,124.26	$541.85	.....
Express	33,711.51	41,035.84	.....	7,324.33
Miscellaneous	29,582.25	23,917.01	5,665.24	.....
Total	1,668,755.19	2,010,087.74	.....	341,332.55
EXPENSES.				
Maintenance of way and structures	428,125.82	554,389.35	.....	126,263.53
Maintenance of equipment	119,357.50	153,254.93	.....	33,897.43
Conducting transportation	533,109.83	614,201.54	.....	81,091.71
General expenses and taxes	165,835.44	207,621.41	.....	41,785.97
Total	1,246,428.59	1,529,467.23	.....	283,038.64
Net earnings	422,326.60	480,620.51	.....	58,293.91
Miles operated	653.50	567.50	86.00	.....
Earnings per mile	$2,553.56	$3,542.00	.....	$988.44
Expenses per mile	1,907.31	2,695.09	.....	787.78
Net earnings per mile	646.25	846.91	.....	200.66
Percentage of expenses to earnings	74.75	76.09	.....	1.24

ST. JOSEPH AND GRAND ISLAND RAILROAD COMPANY.

(UNION PACIFIC RAILWAY COMPANY.)

This company is a consolidation of the St. Joseph and Marysville and the Grand Island and Marysville Railroad companies, organized in the States of Kansas and Nebraska. The property of the company includes the St. Joseph Bridge Building Company's bridge at St. Joseph and the entire line between St. Joseph, Mo., and Grand Island, Nebr.

By the act of Congress approved July 23, 1866, there were granted to the St. Joseph and Denver City Railroad Company (St. Joseph and Marysville), through the State of Kansas, to aid in the construction of the road, 1,700,000 acres of land. St. Joseph, Mo., and Grand Island, Nebr., are the land-grant termini. The records of the General Land Office show that to June 30, 1894, there had been patented to the company 462,573.24 acres.

The company makes no report of the operations of its land department. The property was placed in the hands of a receiver in 1874 and the road sold in foreclosure November, 1875. Of the land grant, 300,000 acres were placed in the hands of trustees for the benefit of the holders of land scrip.

The main line of the road extends from St. Joseph, Mo., to Grand Island, Nebr., a distance of 251.06 miles. Since January 1, 1890, it has been operated as a part of the Union Pacific system, the latter company having a proprietary interest in the ownership of $2,301,500 of

the capital stock. The former company, first applying its net ear and income, is guaranteed by the latter company a fixed income October 13, 1893, the property of this company passed into the l of receivers.

The entire road is laid with steel rails. Two hundred and fourtee of new rails were laid during the year, at a cost of $6,431.36, and (oak cross-ties were placed in the track, at a cost of $34,463.31 the end of the year the equipment consisted of 13 passenger, 11 fr and 1 switching locomotives, all equipped with Westinghouse b In the passenger service there were 6 first-class, 6 baggage, 5 con tion, and 1 officer's cars; total, 18. In the freight service there 468 box, 93 stock, 52 coal, 10 flat, and 12 caboose cars; total, 63 the road and miscellaneous service there were 1 derrick, 2 snow 1 boarding, 20 dump, etc., 37 hand, and 38 push cars.

The express business on the company's lines is transacted b Pacific Express Company, and the telegraph business by the We Union Company. Sundry contracts and agreements, relative t minal facilities, leases, interchange of traffic, and joint use of t have been entered into with other companies, as follows: St. J Terminal Railroad Company; St. Joseph Union Depot Company; Pacific Railway Company and Kansas City and Omaha Railroad pany; Kansas City, Wyandotte and Northwestern Railroad Com

The following statements show the financial condition of the pany on June 30, 1894:

LIABILITIES.

First-mortgage bonds	$6,998,000.00	
Interest on same due and accrued	214,090.00	
Interest on same accrued, not due	70,000.00	
Certificates for first-mortgage bonds	21,126.57	
Other funded debt	1,679,000.00	
Interest on same due and unpaid	530.00	
Certificates for second-mortgage bonds	23,279.17	
Accounts payable	458,976.76	
Construction contract, Kansas City and Omaha R. R. Co.	82,600.00	
Total debt	9,547,602.50	
Capital stock	4,600,000.00	
Total stock and debt		$14,147

ASSETS.

Cost of road, fixtures, and equipment	$13,244,095.54	
Stocks and bonds	97,800.00	
Accounts receivable	307,207.14	
Trustees equipment and improvement fund	12,409.11	
Total		13,661
Deficit		486

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$904,562.71	
Profits on miscellaneous investments	60.00	
Profit and loss	159,146.87	
Total		$1,063,769.58

EXPENDITURES.

Operating expenses and taxes	$666,590.34	
Interest on first-mortgage bonds	420,000.00	
Kansas City and Omaha R. R. Co. guaranty	109,368.49	
New construction (credit)	170.79	
Miscellaneous expenses	1,730.14	
Total		1,197,518.18
Deficit		133,748.60

Comparative statement of the earnings and expenses of the St. Joseph and Grand Island Railroad Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$170,895.45	$187,178.44		$16,282.99
Freight	653,430.22	833,017.97		179,587.75
Mail	26,686.20	26,686.20		
Express	13,975.63	15,751.62		1,775.99
Miscellaneous	39,575.21	41,021.88		1,446.67
Total	904,562.71	1,103,656.11		199,093.40
EXPENSES.				
Maintenance of way	141,249.15	146,514.28		5,265.13
Motive power	76,529.56	84,699.32		8,169.76
Maintenance of cars	312,643.24	354,922.74		42,279.50
General expenses and taxes	136,168.39	171,966.38		35,797.99
Total	666,590.34	758,102.72		91,512.38
Net earnings	237,972.37	345,553.39		107,581.02
Miles operated	251.06	251.06		
Earnings per mile	$3,602.97	$4,395.99		$793.02
Expenses per mile	2,655.10	3,019.60		364.50
Net earnings	947.87	1,376.39		428.52
Percentage of expenses to earnings	73.69	68.69	5.00	

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY COMPANY.

(MISSOURI PACIFIC RAILWAY COMPANY.)

This company was organized by the consolidation, May 6, 1874, of the St. Louis and Iron Mountain, the Arkansas Branch, the Cairo and Fulton, and the Cairo, Arkansas and Texas Railroad companies. The main line, which extends from St. Louis, Mo., to Texarkana, Tex., was opened in 1874. In 1881 the Missouri Pacific Railway Company acquired the ownership of the property. By the act of Congress approved February 9, 1853, there were granted to the Cairo and Fulton Railroad, through

the States of Missouri and Arkansas, 1,178,411.05 acres of land, which has been patented to the company.

The land grant termini of the St. Louis, Iron Mountain and Sout and the Cairo and Fulton railways are from Birds Point, on the sissippi River, opposite Cairo, Ill., via Poplar Bluffs, Mo., Little I Ark., and Texarkana, Ark.

The records of the General Land Office fail to show a grant of to any other of the roads named above, but under "forfeitures" (I Office report, 1888, p. 109) it is stated that "by the act of Jun 1884, the grant to the Iron Mountain of 601,600 acres, from Pilot E Mo., to Helena, was forfeited, and 10,000 acres of railroad indem lands, located in Missouri, and 5,000 acres, located in Arkansas, been restored."

Under this head Poor's Manual of the Railroads of the United S (1875–'76, p. 615) contains the following:

The company (St. Louis, Iron Mountain and Southern) is in possession of a grant from the United States Government, under acts of June 10, 1852, and Feb 9, 1853,* estimated to amount in Missouri to 388,540 acres, and in Arkans 1,415,408 acres.

The company reports upon the operations of its land departme two divisions, namely, the Arkansas and the Missouri divisions. also Little Rock and Fort Smith Railway.)

Arkansas division:		Acr
Acquired by United States patent		1,329,
Acquired by cancellation of contracts		226,
Total		1,555,
	Acres.	
Sold for cash	296,924.22	
Sold on time	600,048.95	
Sold as town lots, for cash	98.00	
Sold as town lots, on time	220.72	
Donated for town lots	4.24	
Relinquished to Little Rock and Fort Smith Railway Co.	6,108.47	
Relinquished, defective title	160.00	
Reclaimed by United States	1,960.00	
Balance owned by company	650,136.02	
		1,555,

The total cash receipts from all sales to date amounted to $2, 046.75 (estimated), and there remained outstanding on account of sales the sum of $219,019.76. The receipts during the year amou to $80,765.76, and the expenses during the same period to $48,01

Missouri division:	A
Acquired by United States patent	63,
Acquired by cancellation of contracts	5,
Total	69,

* Cairo and Fulton and Little Rock and Fort Smith Railway companies

	Acres.	Acres.
Sold for cash	16,828.97	
Sold on time	38,704.19	
Sold as town lots, for cash	19.56	
Sold as town lots, on time	40.56	
Donated as town lots	.18	
Balance owned by company	13,411.74	
		69,000.20

The total cash receipts from all sales to date amounted to $274,873.59, and there remained outstanding on account of time sales the sum of $16,522.70. The receipts during the year amounted to $8,869.98, and the expenses during the same period to $4,683.15.

The main line of this road extends from St. Louis, Mo., to Texarkana, Ark., a distance of 489.78 miles. The company also owns and leases 1,283.69 miles, a total of 1,773.47 miles operated. At the end of the year there were 10.27 miles of double track and 319.14 miles of sidings. Steel rails were laid on 1,621.34 miles of track; there were 4,258 tons of new rails laid during the year at a cost of $293,065.00 and 1,306,989 new oak cross-ties placed in the track at a cost of $296,434.65. There were 1,514 miles of barbed-wire fencing. There were 54.52 miles of track ballasted with stone, 448.80 miles with gravel, 97.06 miles with cinder, and 1,162.65 miles with earth. Additions and betterments to railway and equipment were effected through expense accounts, no separate improvement account being kept. At the end of the year the equipment consisted of 64 passenger, 149 freight, and 35 switching locomotives, 213 of which were equipped with Westinghouse brakes. In the passenger service there were 30 first-class, 19 second-class, 10 mail, 41 baggage and express, 12 combination, and 4 officers' cars; total, 116; all equipped with Westinghouse brakes and Miller platforms. The freight service consisted of 5,146 box, 854 stock, 1,253 coal, 985 flat, 308 refrigerator, 397 furniture, and 113 caboose cars; total, 9,056. In the road and miscellaneous service there were 47 dump, 20 boarding, 11 wrecking, 294 hand, and 317 push cars, and 4 derricks.

The express business on the company's line of road is transacted by the Pacific Express Company under contract dated May 1, 1886, the railroad company receiving a percentage of the gross earnings. The Pullman Palace Car Company runs its sleeping cars under contract dated November 1, 1886, on a mileage basis. The Western Union Company transacts the telegraph business on the company's lines under contract, bearing jointly the expense.

This company leases the Little Rock and Fort Smith Railway, one of the original roads coming under the jurisdiction of this Bureau, the earnings and expenses of which are merged with those of the lessee company.

This company also leases the Kansas and Arkansas Valley Railway, extending from Coffeyville, Kans., to Van Buren Junction, Ark., a distance of 164.63 miles.

By the act approved February 9, 1853, there were granted t Little Rock and Fort Smith Railway Company 1,100,000 acres of Argenta, on left bank of Arkansas River, opposite Little Rock, and Garrison avenue, Fort Smith, Ark., are the land-grant ter The records of the General Land Office show that to June 30, there had been patented to the company 1,057,647.55 acres. The l company makes a separate report of the operations of the land de ment of the Little Rock and Fort Smith Railway Company as fol

		Ac
Acquired by United States patent		1,058,
Acquired by cancellation of contracts		162,
Total		1,221,
	Acres.	
Sold	683,117.91	
Relinquished to United States	832.48	
Lost through suits at law	307.52	
Disposed of by old company	4,206.70	
Balance owned by company	532,575.28	
		1,221,

The total cash receipts from all sales to date amounted to $2,437,0 and there remained outstanding on account of time sales the s $284,311.05. The receipts during the year amounted to $44,158.6 the expenses during the same period to $27,465.10.

The following statements show the financial condition of the con on June 30, 1894:

ASSETS.

Road, fixtures, and equipment	$67,435,772.37	
Real estate other than road	512,244.89	
Land contracts, land cash, etc	2,071,413.11	
Company's stocks and bonds owned by company, other stocks and bonds and miscellaneous investments	8,871,603.21	
Bills receivable	7,172.66	
Accounts receivable	738,053.75	
Cash on hand	29,735.47	
Total		$79,665,

LIABILITIES.

Funded debt	$44,867,454.01	
Interest on funded debt, due and unpaid	375,627.83	
Interest on funded debt, accrued, not due	542,968.20	
Bills payable	2,180,069.79	
Accounts payable	2,662,371.09	
Total	50,628,490.92	
Capital stock	25,788,925.00	
Total stock and debt		76,417,
Surplus		3,248,

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$10,676,112.43	
Dividends on stocks of other companies	134,056.11	
Interest on bonds of other companies	1,750.00	
Discount and premium	6,046.60	
Sundry amounts	15,603.37	
Total		$10,833,568.51

EXPENDITURES.

Operating expenses, rentals, and taxes	$8,224,194.43	
Interest on funded debt	2,438,886.40	
nterest on other debt	230,032.52	
Expenses of traffic associations	8,552.46	
Dividends, 1893	515,623.50	
Compensation retained by United States	15,270.87	
Sundry amounts	6,270.00	
Total		11,438,830.18
Deficit		605,261.67

Comparative statement of the earnings and expenses of the St. Louis, Iron Mountain and Southern Railway Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$2,101,161.33	$2,175,540.72		$74,379.39
Freight	7,763,442.64	9,338,839.71		1,575,397.07
Mail	293,526.95	287,979.54	$5,547.41	
Express	244,389.05	257,962.39		13,573.34
Miscellaneous	273,592.46	342,207.53		68,615.07
Total	10,676,112.43	12,402,529.89		1,726,417.46
EXPENSES.				
Maintenance of way and structures	1,832,693.13	2,061,417.69		228,724.56
Maintenance of equipment	1,240,268.90	1,479,253.20		238,984.30
Conducting transportation	3,904,515.06	4,501,187.12		596,672.06
General expenses and taxes	551,328.46	599,964.20		48,635.74
Total	7,528,805.55	8,641,822.21		1,113,016.66
Net earnings	3,147,306.88	3,760,707.68		613,400.80
Miles operated	1,773.47	1,770.15	3.32	
Earnings per mile	$6,019.89	$7,006.48		$986.59
Expenses per mile	4,245.23	4,881.97		636.74
Net earnings per mile	1,774.66	2,124.51		349.85
Percentage of expenses to earnings	70.52	69.67	.85	

ST. LOUIS AND SAN FRANCISCO RAILWAY COMPANY.

(ATCHISON, TOPEKA AND SANTA FE RAILROAD COMPANY.)

This company, as the successor of the Southwest Branch of the Pacific Railroad of Missouri, has failed to submit, on the form prescribed by the Bureau, a report of its operations during the past year.

The general assembly of the State of Missouri, by act approved December 25, 1852, authorized the Pacific Railroad (now the Missouri Pacific Railway Company) to construct a branch from any point on its main line east of the Osage River to any point on the Western boundary of the State south of said river, and the land grant was accepted on this line from St. Louis to the State boundary. This branch (now the St. Louis and San Francisco) was called the Southwestern Branch Railroad, and remained a part of the property of the Pacific Railroad until it was taken possession of by the State, under the act of February 9, 1866, and sold. In 1872 the road was leased to the Atlantic and Pacific Railroad Company (which see).

The records of the General Land Office show that, by the act of June 10, 1852, there were granted to the Southwest Branch of the Pacific Railroad of Missouri 1,161,235.07 acres of land, of which 728,949.36 acres had been patented to June 30, 1894.

ST. PAUL AND DULUTH RAILROAD COMPANY.

This company is successor, by reorganization, to the Lake Superior and Mississippi Railroad Company. The original charter under which the road was built was granted by the State of Minnesota to the Nebraska and Lake Superior Railroad Company May 23, 1857, the terminal points of that line being the west end of Lake Superior and the Nebraska line. By amendatory act of March 8, 1861, the name was changed to Lake Superior and Mississippi Railroad Company, the route being at the same time changed so as to terminate at the Mississippi River, with a right to extend to the Minnesota River; the construction of a branch line to the St. Croix River was also authorized.

By the acts of Congress approved May 5, 1864, and July 13, 1886, there were granted to the company, through the State of Minnesota, 920,000 acres of land. St. Paul, Minn., and Duluth, Minn., are the land grant termini.

The records of the General Land Office show that to June 30, 1894, there had been patented to the company 828,510 acres of land. The records of the General Land Office also show that 8,000 acres of railroad indemnity lands belonging to the company, located in Minnesota, had been restored to the public domain.

The company submits the following report on June 30, 1894, of the operations of its land department to date:

	Acres.	Acres.
Acquired by United States patent		816,083.55
By patent from the State of Minnesota		690,503.00
Total		1,506,586.55
Sold for cash	429,124.36	
Less contracts canceled	240.00	
	428,884.36	
Still owned by the company	1,093,180.14	1,522,064.50

The company also reports the total cash receipts from all sales to date as $2,083,703.55, and the sum outstanding on account of time sales as $165,435.55. The total receipts during the year were $139,377.02 and the expenses $24,520.99.

The main line of road extends from St. Paul to Duluth, Minn., a distance of 155 miles. The company also owns 28.50 miles and leases 63.94 miles of branch lines, making a total of 239.24 miles operated. That portion of the line between Carleton and Duluth, 23.50 miles in length, is owned jointly with the Northern Pacific Railroad Company.

At the end of the year there were 16.50 miles of double track, 97.75 miles of sidings on the main line, and 18.80 miles of sidings on the branches. The entire main line is laid with steel rails. The ballast consists of 150.35 miles of gravel and 97.10 miles of earth.

During the year there were laid 486 tons of steel rails, at a cost of $15,066.00 and 101,857 new cross ties were placed in the track at a cost of $23,325.25. There were sold during the year, from additions and betterments to railway, under "right of way," a portion of the company's interest on that account, amounting to $10,000, and from additions and betterments to rolling stock, 5 passenger locomotives, from the sale of which the sum of $10,754.92 was realized.

The equipment consisted of 52 locomotives, 7 sleeping, 6 chair, 21 first class, 14 second class, 3 mail, 6 baggage, 14 combination, and 2 officers' cars, a total of 73 cars in the passenger service. In the freight service there were 1,914 box, 5 stock, 24 coal, 347 flat, 2 milk, 9 refrigerator, 17 furniture, and 21 caboose cars, a total of 2,339 cars in the freight service. There were also 67 hand, 53 push, 2 wrecking, and 2 boarding cars; 1 derrick, 1 bridge repair car, 1 snow plow, and 1 engine in road repair and miscellaneous service.

The company pays a percentage of its gross earnings in lieu of all taxes. The express business on the company's lines is transacted by the Adams Express Company, under contract. The company runs its own sleeping cars. Sundry leases and agreements have been entered into by the company for right of way and use of tracks and depot with the Duluth and Iron Range, the Wisconsin Central, the Minneapolis, St. Paul and Sault Ste. Marie, the Burlington, Stillwater and Duluth Railroad companies and with the Duluth Union Depot Company.

The following statements show the financial condition of the company on June 30, 1894:

ASSETS.

Cost of road and fixtures	$10,721,656.09
Cost of equipment	1,960,715.93
Land contracts, land cash, etc	167,186.62
Fuel, material, and stores on hand	75,520.74
Cash on hand	179,911.50
Stocks and bonds	1,519,663.94
Miscellaneous investments	60,058.85
Sinking fund in hands of trustees, company	116,108.29

Bills receivable	$19,907.35	
Due from agents and conductors	71,574.58	
Due from other companies and individuals	26,946.21	
Due from other companies on account of traffic	70,412.12	
Other assets	130,391.46	
Total		$15,120,(

LIABILITIES.

First-mortgage bonds	$1,000,000.00	
Second-mortgage bonds	2,000,000.00	
Interest on same due and accrued	750.00	
Interest on same accrued not due	45,833.33	
Bonds guaranteed by company	710,000.00	
Interest on same accrued not due	14,633.33	
Dividends unpaid	2,183.75	
Accounts payable	51,428.01	
Pay rolls and vouchers	149,378.79	
Redemption fund for retirement of preferred stock	1,681.82	
Preferred stock canceled	578,887.00	
Sinking fund for redemption of Taylor's Falls and Lake Superior Railroad bonds	116,108.29	
Land accounts, deferred receipts	167,186.62	
Land and stumpage income expended prior to July 1, 1888, on improvements, construction, and betterments	690,776.40	
Total debt	5,528,847.34	
Capital stock	9,452,131.11	
Total stock and debt		14,980,9
Surplus		139,(

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$1,513,393.61	
Dividends on stocks of other companies	11,148.00	
Interest on bonds of other companies	162.09	
Receipts of the land department	139,377.02	
Rentals	27,416.78	
Interest and exchange	3,253.06	
Total		$1,694,7

EXPENDITURES.

Operating expenses, including taxes	$1,104,350.79	
Interest on first-mortgage bonds	50,000.00	
Interest on second-mortgage bonds	100,000.00	
Dividend No. 23, 3½ per cent, September 1, 1893	173,558.00	
Dividend No. 24, 2½ per cent, March 1, 1894	119,847.50	
Expenses of the land department	24,520.99	
Rentals	140,796.07	
Other deductions	15,252.34	
Total		1,728,3
Deficit		33,5

Comparative statement of the earnings and expenses of the St. Paul and Duluth Railroad Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$422, 868. 43	$546, 351. 54	.....	$123, 483. 11
Freight	1, 046, 007. 44	1, 512, 040. 94	.....	466, 033. 50
Mail	21, 142. 74	21, 152. 42	.....	9. 68
Express	22, 500. 00	22, 500. 00	.....	.....
Miscellaneous	875. 00	3, 229. 91	.....	2, 354. 91
Total	1, 513, 393. 61	2, 105, 274. 81	.....	591, 881. 20
EXPENSES.				
Maintenance of way and structures	212, 520. 32	365, 151. 20	.....	152, 630. 88
Maintenance of equipment	155, 549. 93	213, 222. 48	.....	57, 672. 55
Conducting transportation	543, 244. 09	701, 977. 87	.....	158, 733. 78
General expenses and taxes	193, 036. 45	215, 455. 93	.....	22, 419. 48
Total	1, 104, 350. 79	1, 495, 807. 48	.....	391, 456. 69
Net earnings	409, 042. 82	609, 467. 33	.....	200, 424. 51
Miles operated	247. 44	247. 44	.....	.....
Earnings per mile	$6, 116. 20	$8, 508. 22	.....	$2, 392. 02
Expenses per mile	4, 463. 10	6, 045. 13	.....	1, 582. 03
Net earnings per mile	1, 653. 10	2, 463. 09	.....	809. 99
Percentage of expenses to earnings	72. 97	71. 05	$1. 92	.....

ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY COMPANY.

(GREAT NORTHERN RAILWAY COMPANY.)

The original charter for the construction of this road was granted by the State of Minnesota to the Minnesota and Pacific Railroad Company (afterwards St. Paul and Pacific) May 22, 1857. The line was to extend from Stillwater, via St. Paul and St. Anthony, to Breckinridge, and a branch from St. Anthony, via St. Cloud and Crow Wing, to St. Vincent, with power to extend the main line to any point on the Missouri River north of the forty-fifth parallel and to build a line from Winona to St. Paul.

By the acts of Congress approved March 3, 1857, and March 3, 1865, there were granted to the Minnesota and Pacific Railroad Company, through the State of Minnesota, 885,000 acres, and to the St. Paul and Pacific 1,838,638.95 acres, a total grant of 2,723,638.95 acres of land.

St. Paul, Minn., and Breckinridge, Minn.; St. Paul, via St. Cloud and Barnesville, Minn., and Cape Vincent, Minn.; and East St. Cloud and Sauk Rapids are the land-grant termini.

The records of the General Land Office show that to June 30, 1894, there had been patented to these companies 2,906,760.88 acres, a difference of 183,121.93 acres between the number of acres patented and granted. An explanation of this difference may be found in the following extract from Poor's Manual of Railroads (1884, p. 748): "In 1880–'81 the company (St. Paul, Minneapolis and Manitoba) acquired the charter of the Minneapolis and St. Cloud Railway Company, to

which was attached a grant of land of 10 sections per mile," although the records of the General Land Office fail to show a grant of land to the last-named company.

The company makes the following report of the operations of its land department:

	Acres.	Acres.
Received by patent of State of Minnesota		3,199,618.3[illegible]
Sold from same	2,003,574.61	
Decreed to Northern Pacific Railroad Company by U. S. Supreme Court	365,860.92	
		2,369,435.5[illegible]
Balance owned by company		830,182.84

The company also reports that the total cash receipts from all sales to date had amounted to $7,211,605.38, and there remained outstanding on account of time sales the sum of $1,518,188.61, with interest. The receipts during the year from Congressional lands were $150,554.08 and the expenses $42,296.60.

On January 31, 1890, the property of this company was leased for nine hundred and ninety-nine years to the Great Northern Railway Company, which assumed all its obligations and guaranteed dividends of 6 per cent in gold annually on its capital stock. The company, on account of the lease of its road, makes no detailed report of operations.

At the end of the year the total length of road is given as 3,721.20 miles, with 50.16 miles of second, third, fourth, fifth, and sixth track, and 470.05 miles of sidings on main line.

There were 3,928 trestles, aggregating 299,919 feet in length, and 16 tunnels, with an aggregate length of 6,343 feet, the longest tunnel being 1,492 feet. The gauge of track is 4 feet 8½ inches.

The additions and betterments to railway during the year amounted to $548,008.66, and to rolling stock $15,276.75.

The total number of miles of steel rails was 3,558.21; of iron rails, 213.15, and of iron and steel, 470.05 miles.

The amount received from the Great Northern Railway Company for rent of track, equipment, etc., was $4,712,654.91.

The following statement shows the financial condition of the company on June 30, 1894:

ASSETS.

Cost of road, fixtures, and lands	$102,611,897.15	
Cost of equipment	9,063,458.55	
Premium, first-mortgage bonds	283,900.00	
Cash on hand	210,305.50	
Accounts receivable	129,496.55	
Total		$112,299,057.7[illegible]

LIABILITIES.

Funded debt	$84,558,484.85	
Accounts payable	352,463.24	
Pay rolls and vouchers	8,348.35	
Sinking fund, first-mortgage bonds	5,450,261.52	
Sinking fund, consolidated mortgage bonds	20,053.18	
Total	90,389,611.14	
Capital stock	20,000,000.00	
Total stock and debt		$110,389,611.14
Surplus		1,909,446.61

SIOUX CITY AND PACIFIC RAILROAD COMPANY.

(CHICAGO AND NORTHWESTERN RAILWAY SYSTEM.)

This road was included in the acts of 1862 and 1864, incorporating the Union Pacific Railroad Company, being provided for as one of the branches. In 1884 it passed under the control of the Chicago and Northwestern Railway Company by the purchase and transfer to the latter of all but a few shares of the capital stock, and is now, in connection with its former leased lines (the Fremont, Elkhorn and Missouri Valley Railroad), operated as part of the Chicago and Northwestern Railway system on its through line from Omaha, Nebr., to St. Paul, Minn.

The United States issued to the Sioux City and Pacific Railroad Company the sum of $1,628,320 in bonds to aid in the construction of 101.77 miles of road, as follows: From Sioux City, Iowa, to California Junction, Iowa, a distance of 69.75 miles, and from California Junction to Fremont, Nebr., 32.02 miles. That portion of the line between California Junction and Missouri Valley is nonsubsidized. The interest paid on these bonds to June 30, 1894, amounted to $2,538,988.69, and there had been retained by the Treasury Department on account of transportation services rendered the Government the sum of $218,663.44, leaving due on that date an aggregate amount of $3,948,645.25. The excess of interest paid by the United States above all credits amounted to $2,320,325.25.

By the Pacific railroad acts of 1862 and 1864 this company was granted 60,000 acres of land in aid of construction. The records of the General Land Office show that to June 30, 1894, there had been patented to the company in the State of Nebraska 37,055.12 acres, and in the State of Iowa 4,343.11 acres. All of this land was sold to the Missouri Valley Land Company April 15, 1875, for $200,000.

Sioux City, Iowa, via California Junction, and Fremont, Nebr., are the land-grant termini.

The main line of road extends from Sioux City, Iowa, to Fremont, Nebr., a distance of 101.58 miles, with a branch line from California Junction to Missouri Valley, Iowa, a distance of 5.84 miles, making a total of 107.42 miles. It is practically all laid with 60-pound steel rails. There are 30.47 miles of sidings and 97.50 miles of barbed-wire fencing.

At the close of the year the equipment consisted of 5 passeng freight, and 2 switching locomotives, all equipped with Westingh brakes. In the passenger service there were 5 second-class, 3 bagg 5 combination, and 1 officers' cars, all equipped with Westingh brakes and Miller platforms. In the freight service there were box, 20 stock, 46 flat, and 12 caboose cars, and in road and misc neous service 1 dump and 2 boarding cars—a total of 375 cars in freight and road service, 221 of which were equipped with Westingh brakes and Miller platforms.

The expenditures for new construction during the year amounte $604.98, and on the aided portion of the road to $574.03.

The assessed valuation of roadway, track, buildings, rolling st etc., for purposes of taxation, was $605,072; an average of $5,625 mile.

An agreement was made by the company with the American Exp Company, which took effect April 16, 1894, the same to remain in f until April 1, 1899, whereunder the freight of the express compan to be transported over the lines of the Sioux City and Pacific Rail Company for an annual payment for an estimated tonnage and an ag schedule of rates for any excess of tonnage.

Wagner and Pullman sleeping cars are run over the company's li the latter paying mileage for their use. The former make all the co tions and pay the cost of maintenance, with sundry petty excepti which are paid by the railroad company.

Trackage rights are granted by agreement and for consideratio the Fremont, Elkhorn and Missouri Valley, the Union Pacific, the cago, St. Paul, Minneapolis and Omaha, and the Illinois Central I road companies, and the use by the Chicago, St. Paul, Minneapolis Omaha of the passenger depot at Sioux City.

By an agreement filed with the Commissioner of Railroads Ma 1887, the company leased its telegraph lines to the Western Union egraph Company for a period of twenty-five years from April 1, 187

The following statements show the financial condition of the comp on June 30, 1894:

LIABILITIES.

First-mortgage bonds	$1,628,000.00	
Interest on same, due and accrued	1,050.00	
Interest on same, accrued, not due	48,840.00	
United States subsidy bonds	1,628,320.00	
Interest on same paid by United States	2,538,988.69	
Interest on preferred stock, accrued, not due	2,957.51	
Pay rolls and vouchers	52,805.12	
Total debt	5,900,961.32	
Capital stock	2,068,400.12	
Total stock and debt		$7,969,3

ASSETS.

Cost of road and fixtures	$5,748,895.42	
Fuel, material, and stores on hand	63,148.82	
Cash on hand	144,101.70	
Accounts receivable	37,095.85	
Due from other companies on account of traffic	18,995.27	
Withheld by United States on account of transportation services	86,281.03	
Cash payments by company, applied to bond and interest account	21,255.99	
Due from United States, unsettled accounts	234,308.53	
Total assets		$6,354,082.61
Deficit		1,615,278.71

Revenue and expenditures for year ended June 30, 1894.

REVENUE.

Earnings	$493,511.36	
Profit and loss	5,017.18	
Total revenue		498,528.54

EXPENDITURES.

Operating expenses	$330,790.15	
Interest on first-mortgage bonds	97,680.00	
Interest on other funded debt	97,699.20	
New construction	604.98	
New equipment	72.88	
Interest on preferred stock	11,830.00	
Total expenditure		538,677.21
Deficit		40,148.67

Statement of amount due the United States by the Sioux City and Pacific Railroad Company, under the acts of 1862 and 1864, for the year ended December 31, 1893.

EARNINGS.

United States:		
Passenger	$378.52	
Extra baggage (deficit)	.35	
Freight	474.87	
Mail	26,235.94	
		$27,088.98
Commercial:		
Passenger	203,389.45	
Extra baggage	4,952.62	
Freight	216,568,11	
Express	7,192.56	
Miscellaneous	14,440.40	
		446,543.14
Total earnings		473,632.12

EXPENSES.

Maintenance of way and structures	$71,989.25	
Maintenance of equipment	37,238.60	
Conducting transportation	187,812.91	
General expenses	25,877.08	
Taxes	17,004.09	
Total operating expenses	339,921.93	
New construction and equipment	864.46	
Total expenses		$340,
Net earnings		132,

DUE THE UNITED STATES.

One-half Government transportation, as above	13,
Five per cent of net earnings, act of 1862	6,
Total for the year	20,

Comparative statement of the earnings and expenses of the Sioux City and Pacific R Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Dec
EARNINGS.				
Passenger	$209,307.29	$244,710.21		$3
Freight	228,331.70	246,551.05		1
Mail	28,128.96	27,943.03	$185.93	
Express	9,021.07	8,006.07	1,015.00	
Miscellaneous	18,722.34	19,580.67		
Total	493,511.36	546,791.03		5
EXPENSES.				
Maintenance of way and structures	57,752.08	97,048.84		3
Maintenance of equipment	26,726.67	45,526.02		1
Conducting transportation	201,581.34	217,946.89		1
General expenses and taxes	44,730.06	47,198.99		
Total	330,790.15	407,720.74		7
Net earnings	162,721.21	139,070.29	23,650.92	
Miles operated	107.42	107.42		
Earnings per mile	$4,594.22	$5,090.22		
Expenses per mile	3,079.41	3,795.57		
Net earnings per mile	1,514.81	1,294.65	220.16	
Percentage of expenses to earnings	67.03	74.57		

SOUTHERN PACIFIC RAILROAD OF CALIFORNIA.

(SOUTHERN PACIFIC COMPANY.)

This company was formed in 1870 by the consolidation of the Sou Pacific, the San Francisco and San Jose, the Santa Clara and P Valley, and the California Southern railroad companies. In 187 Southern Pacific Branch and in 1874 the Los Angeles and San J railroad companies were added, making a total of 1,022.20 operated. The main line of the road extends from San Francisc

on, Cal., to State line near Yuma, and was opened May 5, om the California boundary the road was extended eastwardly ıthern Pacific Railroad companies of Arizona and New Mexico, n being made by the latter with the Atchison, Topeka and Railroad at Deming, N. Mex. Subsequently the line was to the Rio Grande River at El Paso, where connection is made Mexican Central to the City of Mexico, and with the Galveston, :g and San Antonio to New Orleans. The through line, the Texas and New Orleans, the Louisiana Western, and the Louisiana and Texas railroads, passed under the control of ern Pacific Company March 1, 1885, as lessee of the Southern ıilroad of California.

acts of Congress approved July 27, 1866, and March 3, 1871, ›any received grants of 14,007,840 acres of land in aid of ion. San Jose and Tres Pinos, Cal.; Huron via Goshen, :ojave, Los Angeles and the Colorado River opposite Yuma, ıw Orleans, La., and Morgan City, La., are the land grant

ords of the General Land Office show that to June 30, 1894, l been patented to the company in the State of California 19 acres; that 3,800,000 acres of railroad indemnity lands ı California have been restored to the public domain; and a decision of the Commissioner of the General Land Office, ›y the Secretary of the Interior, under date of November 2, e had also been restored to the public domain 550,000 acres

ıpany submits the following report on June 30, 1894, of the ɜ of its land department to date:

		Acres.
; United States patent		2,122,277.14
om master in chancery and decisions of court		1,793.00
tion of contracts		122,976.99
		2,247,047.13
:ions by decrees of court		5,488.80
		2,241,558.33
	Acres.	
' for cash, patented and unpatented	332,045.06	
›ntracts	3,095,519.25	
m sales	78,998.82	
	3,506,563.13	
l by company	145,045.81	
		3,651,608.94

npany also reports that the total cash receipts from all sales ad amounted to $8,739,460.62, principal and interest, and that nained outstanding, on account of time sales, the sum of 6.27. The receipts of the land department during the year 8,762.37 and the expenses $57,313.39.

This road is operated in three divisions as follows:

	M
Coast Division	3
Southern Division	1,1
Stockton or Colorado Division	1
Total	*1,6

The company also leases 7.17 miles of branch lines. Steel rails laid upon 1,597.21 miles of road. During the past year 3,525 ton steel rails were laid at a cost of $158,626.43, and 375,982 cross-ties w placed in the track at a cost of $195,510.64.

The amount expended during the year for additions and betterme to railway amounted to $5,183,745.93, of which $4,359,825 was building 63.265 miles of road and $542,520 for 24.112 miles of structed road.

The assessed valuation of roadway, bridges, track, and rolling st for purposes of taxation, was $16,000,000, an average of $9,303.94 mile; and the assessed valuation of real estate, buildings, tools, furniture, for the same purpose, was $1,613,015.

At the end of the year the equipment consisted of 160 passen and 13 switching locomotives, all equipped with Westinghouse bra 1 parlor, 2 dining, 50 first-class, and 13 second-class sleepers, 159 fi class, 30 second-class, 30 baggage, mail, and express, 2 mail, 22 b gage, 1 express, 11 combination passenger and baggage, and 3 offic cars; a total of 324 cars in the passenger service, all of which w equipped with Westinghouse brakes and Miller platforms.

In the freight service there were 1,999 box, 77 furniture, 135 c 683 flat, 500 combination, 5 refrigerator, 4 fruit, 2 oil tank, and caboose cars; a total of 3,492 cars in the freight service, 3,406 of wl were equipped with Westinghouse brakes.

In road and miscellaneous service there were 40 station and 19 w cars, 2 derricks, 1 wrecking car, and 5 pile-driver tenders.

Contracts with express, transportation, and telegraph companies made with the Southern Pacific Company, as lessee.

The following statements show the financial condition of the pany on June 30, 1894:

ASSETS.

Cost of road, fixtures, and equipment	$129,953,548.30	
Land contracts	3,629,354.33	
Cash on hand	124,450.81	
Sinking funds in hands of trustees	1,353,636.24	
Bonds owned by company	1,670,000.00	
Bills and accounts receivable	1,271.63	
Total		$136,732,2

*The mileage between Mojave, Cal., and the Needles (242.51 miles) is includ the mileage of the company, as it is covered by its thirty-year 6 per cent bonds said line is perpetually leased and the contract delivered for its sale to the Atl and Pacific Railroad Company, that company paying an annual rental of $43 for its use, being an amount equal to the interest on the bonds which were is *on said line.*

LIABILITIES.

First-mortgage bonds	$52,683,500.00	
Bills and accounts payable	146,982.45	
Trustees land-grant mortgage	379,408.89	
Sinking fund uninvested	292,427.35	
Total	53,502,318.69	
Capital stock	68,402,900.00	
		$121,905,218.69
Surplus		14,827,042.62

Revenue and expenditures for year ended June 30, 1894.

REVENUE.

Earnings from lease of road—includes interest on bonds assumed by lessees	$4,057,383.33	
From land sales for redemption of bonds	1,266,683.15	
From sinking funds of the company	138,282.50	
Ajustment of suspense equipment	347.28	
Balance Texas Pacific lands account	43,862.60	
		5,506,558.86

EXPENDITURES.

Salaries and maintenance of organization	27,813.25	
Interest on first mortgage bonds (assumed by lessees)	2,892,642.68	
Sinking fund requirements—company	100,000.00	
Dividend No. 1, December 30, 1893	2,036,445.00	
Expenses of the land department	57,313.39	
Taxes on lands	238,956.89	
Set over to special income account	1,404,965.65	
		6,758,136.86
Deficit		1,251,578.00

Comparative statement of the earnings and expenses of the Southern Pacific Railroad Company.

	Year ended—		Difference.	
	June 30, 1894	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$3,218,767.67	$3,362,682.90		$143,915.23
Freight	6,413,009.70	6,866,601.81		453,592.11
Mail	150,591.46	150,689.94		98.48
Express	135,032.19	133,979.04	$1,053.15	
Miscellaneous	138,381.38	273,388.01		135,006.63
Total	10,055,782.40	10,787,341.70		731,559.30
EXPENSES.				
Maintenance of way and structures	1,298,008.24	1,619,916.07		321,907.83
Maintenance of equipment	859,986.65	937,137.45		77,150.80
Conducting transportation	2,980,709.17	3,155,596.01		174,886.84
General expenses and taxes	845,641.08	808,776.42	36,864.66	
Total	5,984,345.14	6,521,425.95		537,080.81
Net earnings	4,071,437.26	4,265,915.75		194,478.49
Miles operated	1,635.32	1,547.72	87.60	
Earnings per mile	$6,149.12	$6,969.82		$820.70
Expenses per mile	3,659.43	4,213.56		554.13
Net earnings per mile	2,489.69	2,756.26		266.57
Percentage of expenses to earnings	59.51	60.45		.94

TEXAS AND PACIFIC RAILWAY COMPANY.

This company was organized under the act of Congress approv March 3, 1871, and the general laws of the State of Texas. It acquir the properties of the Southern Pacific, the Southern Transcontinent and the Memphis, El Paso and Pacific Railroad companies, and 1892 the Kansas City, El Paso and Mexican Railway, better known the "White Oaks" road.

The Southern Pacific Railroad Company was a consolidation of t Vicksburg, Shreveport and Texas and the Southern Pacific Railro companies, organized under the laws of Texas. Consolidation with t New Orleans Pacific Railway Company (formerly the New Orlea Baton Rouge and Vicksburg) was effected June 21, 1881. The pro erty was placed in the hands of receivers December 16, 1885, so under foreclosure November 8, 1887, and reorganized without chan of name. By the acts of Congress approved June 3, 1856, and Mar 3, 1871, grants of land as follows were made to roads forming t present system:

	Acres.
Texas and Pacific	18,000,0
New Orleans, Baton Rouge and Vicksburg	3,800,0
Vicksburg, Shreveport and Pacific (chartered as Vicksburg, Shreveport and Texas)	610,8
Total	22,410,8

Shreveport, La., and the Texas State line, near Waskom, Tex., a the land-grant termini.

The records of the General Land Office show that to June 30, 189 there had been patented to the New Orleans Pacific (formerly the Ne Orleans, Baton Rouge and Vicksburg Railroad) 906,420.35 acres in th State of Louisiana. The records of the General Land Office also sho that, by the act of February 20, 1885, there had been forfeited 15,692,80 acres of the grant to the Texas and Pacific, and by the act of Febr ary 28, 1887, 352,587 acres of the grant to the New Orleans, Bato Rouge and Vicksburg; and by the act of February 28, 1887, there ha been restored to the public domain 19,000 acres of railroad indemnit lands granted to the Vicksburg, Shreveport and Pacific.

In the report of the company to the stockholders for the calend year 1893 the assets of the Land Department are given as 92,870 acr of land and between 13,000 and 14,000 town lots, valued at $500,00 also bills receivable (land notes) amounting to $94,268.72.

The report for the year ended June 30, 1894, has been submitted this office by the president of the company, as required by section 1 of the act approved March 3, 1871 (16 Stat., 573).

The road is operated in three divisions, as follows:

Eastern Division:	Miles
Texarkana to Fort Worth, via Marshall	253
Transcontinental Junction to Fort Worth, via Whitesboro	239
Marshall to State line, Texas	19

	Miles.	
Rio Grande Division:		
Fort Worth to Sierra Blanca	522	
Joint track, Sierra Blanca to El Paso	93	
Thurber Junction to Coal Mines	6	
		621
Louisiana Division:		
New Orleans to Shreveport	327	
Shreveport Junction to State line, Louisiana	21	
Baton Rouge Junction to Port Allen	11	
Westwego Branch	1	
Plaquemines Branch	7	
		367
Total		1,499

Of this mileage, 1,289.3 miles are laid with steel rails of from 56 to 63 pounds, and 209.7 miles are laid with iron rails. One hundred and eighty-five miles of the latter are in the main track on the western extremity of the Rio Grande Division, the remainder being on branches in Louisiana and Texas.

There were purchased during the past year 2,515 tons of 63-pound steel rails and 2,484 tons were placed in the track. This replacement will continue as rapidly as the means of the company will permit until the entire road is laid with steel, which it is thought will be accomplished not later than the close of the year 1896.

On June 30, 1894, the equipment consisted of 193 locomotives, 26 first-class, 38 second-class, 10 combination, 12 excursion, 31 baggage, express and postal, 3 postal, 1 pay, and 2 special cars; a total of 123 cars in the passenger service. In the freight service there were 2,421 box, 850 flat, 306 stock, 519 coal, 36 tank, 38 fruit, and 2 refrigerator cars; a total of 4,172 cars. There were also 6 derrick, 95 caboose, and 57 other road cars; the aggregate number of cars owned being 4,453.

The following statements show the financial condition of the company on June 30, 1894:

LIABILITIES.

First-mortgage bonds, February 1, 1888	$24,987,975.75	
Second-mortgage income bonds	24,920,953.68	
First-mortgage bonds, Eastern Division	3,784,000.00	
Old bonds unredeemed	89,000.00	
Texas school-fund loan	137,115.66	
Interest scrip, income and land-grant bonds	298,142.00	
Other scrip	15,912.30	
Equipment obligations	379,977.80	
Pay rolls and vouchers	556,779.30	
Due other companies	59,419.89	
Bills payable	450,000.00	
Interest due and accrued	225,759.17	
Estimated taxes	87,378.60	
Unadjusted accounts	699.81	
Donated lands and town-lot sales	76,469.63	
Total debt	56,069,583.59	
Capital stock	38,710,900.00	
Total stock and debt		$94,780,483.59

ASSETS.

Cost of road and equipment	$80,532,899.03	
New second-mortgage bonds in treasury	1,763,000.00	
Other bonds and scrip	40,206.00	
Gordon coal mines	137,163.69	
Grain elevator, Westwego, La	95,159.07	
In hands of trustees to retire first-mortgage bonds of Eastern Division and Texas school-fund loan	3,951,000.00	
Capital stock New Orleans Pacific Railway Co	6,712,500.00	
Other stocks	74,186.35	
St. Charles Car Co. car trust	56,377.50	
Missouri Car and Foundry Co. car trust	148,888.35	
Missouri Car and Foundry Co. car trust, No. 2	174,711.95	
Cash on hand	57,177.78	
Red River Line (Texas and Pacific Railway Co., proportion of working capital)	4,500.00	
Due from agents and foreign roads	545,694.10	
Advances to agents	9,712.07	
Unclaimed wages	8,686.40	
Bills receivable, land notes	90,915.37	
Material on hand	192,281.15	
Unadjusted accounts	66,062.59	
Total		$94,661,
Deficit		119,

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$6,978,677.97	
Coupons, interest, etc	6,981.78	
Rentals	53,001.60	
Sundry amounts	20,947.48	
Total		7,059,

EXPENDITURES.

Operating expenses	$5,190,721.53	
Taxes	202,970.55	
Interest on funded debt	1,279,490.00	
Rentals	90,345.46	
Sundry amounts	237,782.44	
New equipment	92,096.29	
Interest and discount	18,686.51	
Total		7,112,
Surplus		52,

Comparative statement of the earnings and expenses of the Texas and Pacific Railway Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Decrease.	Increase.
EARNINGS.				
Passenger	$1,749,229.07	$1,858,942.96	.....	$109,713.89
Freight	4,759,316.64	4,999,120.60	.....	239,803.96
Mail	210,839.60	210,917.12	.....	77.52
Express	181,269.31	164,526.26	$16,743.05	.....
Miscellaneous	78,023.35	95,565.19	.....	17,541.84
Total	6,978,677.97	7,329,072.13	.....	350,394.16
EXPENSES.				
Conducting transportation	1,866,417.04	1,940,241.75	.....	73,824.71
Maintenance of way	1,112,890.97	1,078,329.06	34,561.91	.....
Motive power	1,588,439.26	1,656,867.66	.....	68,428.40
Maintenance of cars	426,751.15	413,408.80	13,342.35	.....
General expenses and taxes	399,193.66	406,166.73	.....	6,973.07
Total	5,393,692.08	5,495,014.00	.....	101,321.92
Net earnings	1,584,985.89	1,834,058.13	.....	249,072.24
Miles operated	1,499	1,499	.....	.....
Earnings per mile	$4,655.55	$4,889.31	.....	$233.76
Expenses per mile	3,598.19	3,665.79	.....	67.60
Net earnings per mile	1,057.36	1,223.52	.....	116.16
Percentage of expenses to earnings	77.28	74.97	2.31	.....

UNION PACIFIC RAILWAY COMPANY.

This company was formed January 24, 1880, by the consolidation of the Union Pacific, the Kansas Pacific, and the Denver Pacific railroad companies.

The Union Pacific Railroad Company was chartered by Congress July 1, 1862. The subsidy in Government bonds was at the rate of $16,000, $32,000, and $48,000 per mile, according to difficulty in the work of construction. By the act of incorporation the subsidy bonds were to be a first mortgage on the road. Under a subsequent act of July 2, 1864, the company was allowed to issue an equal amount of its own bonds, which were to be a first lien on the road, the subsidy bonds being thereafter a second mortgage. For the repayment of the subsidy bonds the company was required to pay annually to the Government 5 per cent of its net earnings and one-half of the charges of transportation on its account. The amount realized therefrom being insufficient to defray the annual interest charge on the subsidy bonds, the act of May 7, 1878, otherwise known as the Thurman Act, was passed. At this date the excess of interest paid by the United States, over and above all reimbursements, had amounted to $11,771,728.83 for the Union Pacific and $2,930,963.60 for the Kansas Pacific. The Thurman Act provided that the whole amount of compensation for services rendered the Government by the company should be retained by the United States, one-half to be applied to the liquidation of the interest paid and to be paid by the United States on account of the subsidy bonds, and

the other half to be carried to the credit of a sinking fund. Unde provisions of the same act the 5 per cent of net earnings, directed withheld by the acts of 1862 and 1864, were increased to 25. The was opened May 10, 1869, seven years and twenty days in advar the time fixed.

The Kansas Pacific Railway Company was first chartered by th islature of Kansas as the Leavenworth, Pawnee and Western. I included in the Pacific railroad acts of 1862 and 1864, and gran subsidy in Government bonds of $16,000 per mile, the condition c subsidy being the same as the grant to the Union Pacific. On 6, 1863, the name of the company was changed to the Union P: Eastern Division, and, by an act of Congress approved May 31, to the Kansas Pacific. The road was completed from Kansas Ci Denver (638 miles) September 1, 1870. In 1873 default was ma the payment of interest on the company's bonds and the road p in the hands of a receiver, who was discharged in 1879 and the a of the company reorganized.

The Denver Pacific, connecting the Kansas Pacific with the U Pacific, was built by the Kansas Pacific and opened January 1, By decree of court, dated October 13, 1893, the company was pla the hands of receivers.

The mileage of the system on June 30, 1894, was as follows:

Main line:	1
Council Bluffs, Iowa, to a point 5 miles west of Ogden, Utah	1,
Kansas City, Mo., to Denver, Colo.	
Denver, Colo., to Cheyenne, Wyo.	
Branch lines:	Miles.
Leavenworth to Lawrence, Kans.	31.93
Council Bluffs, Iowa (Broadway), to junction with main line	1.72
Omaha, Nebr. (bridge junction), to old initial point	3.95
Almy Junction, Wyo., to Mine No. 7	3.88
Armstrong to Wyandotte, Kans.	2.08
Detroit to Enterprise, Kans.	1.95
Cheyenne to Fort Russell	2.04
Total owned, including 5 miles leased	1,

The company also controls 3,074.04 miles of auxiliary lines, mak total of 4,903.67 miles of owned and operated roads which report t organization located at Omaha.

Those portions of the road which were constructed by the aid subsidy in bonds, and are therefore subject to the requirements o with respect to the annual payment to the United States of a pe age of net earnings, are as follows:

Union Pacific: Bridge Junction, Omaha, Nebr., to Ogden, 1 1,029.4840 miles; Ogden station, Utah, to junction with the Ce Pacific Railroad (leased and operated by the Central Pacific Rai Company), 5 miles; total 1,034.4840 miles. The aided portion o

Kansas Pacific begins at Kansas City, Mo., and ends at a point near Boaz, Kans., a distance of 393.9425 miles.

The subsidy bonds issued by the United States in aid of construction amount to $33,539,512. the Union Pacific having received $27,236,512 and the Kansas Pacific $6,303,000. The interest paid thereon by the United States to June 30, 1894, amounted to $53,223,261.42, and the repayments by the company in transportation services, cash, and interest on the sinking fund investments to $34,883,873.43, as shown by the books of the Treasury Department; making the company's liability to the United States on that date $51,878,917.99. The excess of interest paid by the United States over all credits amounted to $18,339,405.99, a reduction in the amount of liability of $37,160.99 as compared with the previous year.

The amount found due the United States, under the acts of 1862, 1864, and 1878, for the year ended December 31, 1893, was $1,246,-764.22, a decrease, as compared with the previous year, of $137,895.18.

The interest payable by the United States on the bonds issued to this company amounts to $2,012,370.72 annually.

By the Pacific Railroad acts of 1862 and 1864 the following grants of land were made by Congress to aid in construction:

	Acres.
Union Pacific	12,000,000
Kansas Pacific	6,000,000
Denver Pacific Railway and Telegraph	1,000,400
Total	19,000,400

The following points are the land-grant termini: Union Pacific Bridge Junction, Omaha, Nebr., and Union depot, Ogden, Utah; Kansas Pacific, Kansas City, Mo., and a point on the railroad between Monument and Gopher stations and Eighteenth street, Denver, Colo.; Denver Pacific, Denver, Colo., and Cheyenne, Wyo.

The records of the General Land Office show that to June 30, 1894, there had been patented to the—

	Acres.	Acres.
Union Pacific:		
In the State of Colorado	640	
In the State of Nebraska	3,786,329.81	
In the State of Wyoming	79,682.03	
In the Territory of Utah	40,196.49	
		3,906,848.33
Kansas Pacific:		
In the State of Kansas	2,459,980.48	
In the State of Colorado	64,866.57	
		2,524,847.05
Denver Pacific, in the State of Colorado		209,349.23
Total		6,641,044.61

The company makes no report of the operations of its land department.

The express business on the company's line of road is transacted by the Pacific Express Company under contract dated May 1, 1886, the

railroad company receiving a percentage of the gross earnings. P man parlor, sleeping, and dining cars are run under contracts da February 1 and August 13, 1889. The telegraph business is tra acted by the Western Union Company under contract dated Jul 1881. Sundry contracts and agreements relating to transportat and leases have been entered into with other companies at various tin

The properties of the company from Omaha, Nebr., to Ogden, U including roadbed, track, bridges, buildings, shops, etc., were inspe by the Commissioner in August of the current year, and they v found to be in excellent physical condition.

At the end of the year the equipment consisted of 96 passenger, freight, and 89 switching locomotives, 518 of which were equipped Westinghouse brakes. In the passenger service there were 13 din 70 sleeping, 24 chair, 131 first-class, 27 second-class, 40 emigrant mail and mail combination, 45 baggage, 10 express, 3 combination, 14 officers' cars, a total of 419, all of which were equipped with W inghouse brakes and Miller platforms. In the freight service t were 6,033 box, 1,105 stock, 1,698 coal, 408 flat, 57 combination, refrigerator, 777 fruit, and 201 caboose cars, a total of 10,705 c 9,183 of which were equipped with Westinghouse brakes and 127 Miller platforms. In the road and miscellaneous service there wer derricks, 20 snowplows, 38 boarding, 186 dump, gravel, construct etc., 1 wrecking, 3 hand, and 7 push cars. Of these, 7 derricks dump, etc., and 11 boarding cars were equipped with Westingh brakes. One hundred and fifty-eight locomotives, 88 passenger, 3 freight, and 59 road-repair cars (included in the foregoing) are hel trust by the American Loan and Trust Company, trustee, of Bosto

There were 11,616 tons of steel rails laid during the year, at a cos $350,037.61, and 909 tons of iron rails, at a cost of $18,600.71. Du the same period there were placed in the track 775,900 oak, cedar, p and fir cross-ties, at a cost of $361,055.10.

The amount expended for additions and betterments to railway $127,129.71, of which $13,863.80 was charged to construction acc and $113,265.91 to operating expenses. The amount expended for ing stock during the year amounted to $47,111.07, of which $16,22 was charged to equipment account and $30,889.27 to operating expen The assessed valuation of roadway, bridges, track, buildings, etc., purposes of taxation, was $19,870,854.

The following statements show the financial condition of the comp on June 30, 1894, together with the amounts found due the Un States under the acts of 1862, 1864, and 1878. Other financial statistical information, relating to the sinking fund, bonds issued, lands granted to this company, will be found in the appendixes:

Comparative statement of the funded debt of the Union Pacific Railway Company June 30, 1894 and 1893.

Character of bonds.	Term of bonds.		Rate of interest.	Amount of bonds outstanding—		Decrease.	Lien.
	Years.	Date of maturity.		June 30, 1894.	June 30, 1893.		
Union Pacific Railroad Co.							
			Per cent.				
Union Pacific, first mortgage	30	1896-1899	6	$27,229,000	$27,229,000	.....	Road and franchise, Omaha to Ogden.
United States subsidy, second mortgage	.....	.....	.....	27,236,512	27,236,512	.....	Do.
Sinking-fund mortgage, coupon	26	1899	8	3,489,000	4,712,000	$1,223,000	Road and franchise, Omaha to Ogden, third mortgage; granted lands, second mortgage.
Sinking-fund mortgage, registered	26	1899	8	271,000	450,000	179,000	
Collateral trust	25	1904	6	3,672,000	3,724,000	52,000	Bonds of branch lines held by trustees.
Omaha bridge	25	1896	8	386,000	565,000	179,000	Omaha bridge, first mortgage.
Land-grant mortgage	20	1887-1889	7	7,000	8,000	1,000	Granted lands.
Kansas Pacific Railway.							
Eastern Division, first mortgage	30	1895	6	2,240,000	2,240,000	.....	Road and income, Kansas City to a point 140 miles west.
Middle Division, first mortgage	30	1896	6	4,063,000	4,063,000	.....	Road and income, 140th mile post to 394th mile post.
United States subsidy, second mortgage	.....	.....	.....	6,303,000	6,303,000	.....	Road and franchise, Kansas City to 394th mile post.
Denver extension, first mortgage	30	1899	6	5,887,000	5,887,000	.....	Road and lands, 394th mile post to Denver.
Leavenworth branch, first mortgage	30	1896	7	15,000	15,000	.....	Leavenworth branch.
Income	50	1916	7	11,400	11,400	.....	Income.
Income, subordinated	50	1916	7	23,100	23,100	.....	Do.
Consolidated mortgage	40	1919	6	11,724,000	11,724,000	.....	Blanket mortgage, 779 miles of road and 294 miles of land grant.
Denver extension, coupon certificates	42	1916	6	385	385	.....	Income.
Denver Pacific Railway Telegraph Co.							
Cheyenne branch, first mortgage	30	1899	7	4,000	4,000	.....	Cheyenne branch, road and lands.
Union Pacific Railway Co.							
Trust, 5 per cent coupon	24	1907	5	4,660,000	4,724,000	64,000	Bonds of branch lines held by trustees.
Trust, 5 per cent registered	24	1907	5	17,000	18,000	1,000	Do.
Omaha bridge renewal, second mortgage	30	1915	5	1,056,000	1,056,000	.....	Omaha bridge.
Equipment trust, series A	1 to 10	1888-1897	5	287,000	358,000	71,000	Equipment held by American Loan and Trust Co., of Boston, as trustee.
Equipment trust, series B	1 to 10	1889-1898	5	1,052,000	1,052,000	.....	
Equipment trust, series C	1 to 10	1891-1900	5	671,000	671,000	.....	
Collateral trust, 4½ per cent	29	1918	4½	2,030,000	2,030,000	.....	Bonds of branch lines held by trustees.
Kansas division and collateral mortgage coupon.	30	1921	5	5,000,000	5,000,000	.....	Road and lands and bonds and stocks held by trustees.
Collateral trust notes	3	1894	6	11,041,000	11,433,000	392,000	Bonds and stocks held by trustees.
Total funded debt	.....	.....	.....	118,375,397	120,537,397	2,162,000	

Revenue and expenditures for the year ended June 30, 1894.

REVENUE.

Earnings	$15,263,912.61	
Dividends on stocks of other companies	241,595.00	
Interest on bonds of this and other companies	405,882.70	
Interest and income from miscellaneous investments	216,875.22	
Receipts of the land department and trust income	146,377.00	
Interest on United States sinking fund	740,430.00	
Discount on collateral trust notes redeemed	42,472.38	
Miscellaneous land receipts	6,045.13	
Interest on Kansas Pacific consolidated bonds repaid by the trustees	220,000.00	
Total		$17,283,

EXPENDITURES.

Operating expenses and taxes		$10,170,893.06	
Interest on funded debt		4,796,232.69	
Interest on other debt (credit)	$27,683.59		
Losses on bonds of other companies (credit)	3,523.84		
		31,207.43	
Sinking fund requirements, company		677,860.00	
New construction		13,863.80	
New equipment		16,221.80	
Expenses of land department, taxes, etc		265,316.98	
Interest paid by trustees on Kansas Pacific consolidated bonds		220,000.00	
United States requirements		1,103,303.73	
Premium on sinking fund 8 per cent bonds bought		5.00	
Coal department, damage claims, etc		10,351.02	
Premium on bonds redeemed, etc		118,820.00	
Profit and loss		1,048,575.88	
Total			18,410,
Deficit			1,121,

Comparative statement of the financial condition of the Union Pacific Railway Co

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Dec
LIABILITIES.				
First-mortgage bonds	$41,841,000.00	$42,545,000.00		$70
Interest on same, due and accrued	475,723.25	186,063.25	$289,660.00	
Interest on same, accrued, not due	979,499.96	637,805.78	341,694.18	
United States subsidy bonds	33,539,512.00	33,539,512.00		
Interest on same paid by United States	53,223,261.42	51,210,890.70	2,012,370.72	
Other funded debt	42,994,885.00	44,269,885.00		1,27
Interest on same, due and unpaid	627,258.18	70,795.68	556,462.50	
Interest on same, accrued, not due	655,379.13	679,054.31		2
Dividends unpaid	18,709.27	18,709.27		
Accounts payable	342,100.44	2,199,720.61		1,85
Pay rolls and vouchers	417,933.51	2,964,691.73		2,54
Called bonds	179,000.00	167,000.00	12,000.00	
Branch line securities held as collateral	5,266,345.98		5,266,345.98	
Total debt	180,560,608.14	178,489,128.33	2,071,479.81	
Capital stock	60,868,500.00	60,868,500.00		
Total stock and debt	241,429,108.14	239,357,628.33	2,071,479.81	

Comparative statement of the financial condition of the Union Pacific Railway Company—Continued.

	Year ending—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
ASSETS.				
Road, fixtures, and equipment	$155,532,766.00	$155,662,567.45		$129,801.45
Land contracts, land cash, etc	7,022,611.29	8,548,439.40		1,525,828.11
Receivers' property account (Union Pacific Railway Co.)	1,787,580.73		$1,787,580.73	
Receivers Union Pacific Railway Co., current income account	79,393.12		79,393.12	
Receivers Union Pacific system	1,301,754.96		1,301,754.96	
Company's stocks and bonds owned by company (in trust)	6,338,382.92	6,338,382.92		
Other stocks and bonds	48,922,368.14	48,107,502.64	814,865.50	
Fuel, material, and stores on hand		1,973,948.66		1,973,948.66
Company's stocks and bonds owned by company		509,630.25		509,630.25
Other stocks and bonds owned by company		1,142,000.71		1,142,000.71
Miscellaneous investment	280,568.64	1,168,713.45		888,144.81
Advances payable in stocks and bonds	2,294,602.26	2,302,468.18		7,865.92
Sinking funds in hands of trustees, company	3,796,153.18	3,984,922.20		188,769.92
Bills receivable	1,359,593.78	1,630,637.23		271,043.45
Accounts receivable	9,475,275.86	11,779,377.33		2,304,101.47
Branch line securities held as collateral at par	5,251,345.98		5,251,345.98	
Due from other companies on account of traffic	129,901.31	223,972.57		94,071.26
Receivers United States earnings, suspense account	837,570.67		837,570.67	
Repaid the United States in transportation services and cash	34,615,256.90	33,228,292.52	1,386,963.38	
Cash on hand		1,771,857.91		1,771,857.91
Total assets	279,025,125.74	278,372,713.42	652,412.32	
Surplus	37,596,017.60	39,015,085.09		1,419,067.49

The company claims a credit in its general balance sheet of $34,615,256.90 for transportation services rendered and cash payments to the United States, but the following statement, compiled from reports furnished this office by the Treasury Department of settled accounts, cash payments and interest on sinking-fund investments to June 30, 1894, shows a difference on that date, in favor of the company, of $268,562.11, thus:

Amount of credits claimed by the company			$34,615,256.90
Applied to the credit of bond and interest account:			
Transportation	$18,595,845.58		
Cash	438,409.58		
		$19,034,255.16	
Applied to the credit of sinking-fund account:			
Transportation	$10,219,403.40		
Interest	4,208,445.99		
Cash	1,421,714.46	15,849,563.85	34,883,819.01
Difference, in favor of company			268,562.11

Statement of amounts due the United States by the Union Pacific Railway Compan the act of May 7, 1878, for the year ended December 31, 1893.

UNION DIVISION.

EARNINGS.

United States:		
Passenger	$33,125.62	
Freight	72,614.01	
Mail	865,680.78	
Telegraph (deficit)	1.80	
		$971
Commercial:		
Passenger	2,421,884.94	
Sleeping cars *	102,163.50	
Freight	8,944,300.89	
Company freight	346,683.94	
Express	186,852.16	
Telegraph	40,392.46	
Miscellaneous	302,314.53	
		12,344
Total earnings		13,316

EXPENSES.

Maintenance of way and structures	$1,082,095.08	
Maintenance of equipment	1,792,670.23	
Conducting transportation	3,975,635.33	
General expenses	901,688.60	
Taxes	391,672.02	
Total operating expenses	8,143,761.26	
Interest on first-mortgage bonds	1,633,740.00	
Total expenses under act of May 7, 1878		9,777,
Net earnings		3,538,
Twenty-five per cent of net earnings		884,

DUE THE UNITED STATES.

One-half Government transportation, as above	$485,709.30	
Five per cent of net earnings under act of 1862	176,925.48	
Credit of bond and interest account		662,
One-half Government transportation as above, credit of sinking fund account		485,
Total for the year		1,148,

*Apportioned on the basis of sleeping-car mileage, being 51.36631 per c $198,892.05 income from sleeping cars.

KANSAS DIVISION—AIDED LINE.

EARNINGS.

United States:		
Passenger	$4,667.06	
Freight	2,960.79	
Mail	108,946.41	
Telegraph	.13	
		$116,574.39
Commercial:		
Passenger	627,811.20	
Sleeping cars *	17,765.45	
Freight	1,476,104.78	
Company freight	30,819.67	
Express	45,907.19	
Telegraph	5,969.13	
Miscellaneous	98,605.54	
		2,302,982.96
Total earnings		2,419,557.35

EXPENSES.

Maintenance of way and structures	$319,185.38	
Maintenance of equipment	247,145.92	
Conducting transportation	688,942.64	
General expenses	216,057.26	
Taxes	119,637.62	
Total operating expenses	1,590,968.82	
New construction by actual location	14,356.93	
New equipment, distributed on the basis of revenue train mileage, being 14.55175 per cent of $79,526.67, the total amount expended by the company on this account	11,572.52	
Total expenses under act of 1864		1,616,898.27
Net earnings		802,659.08
Five per cent of net earnings		40,132.95

DUE THE UNITED STATES.

One-half Government transportation as above	$58,287.19	
Five per cent of net earnings under act of 1864	40,132.95	
Total for the year		98,420.14

DUE BY THE UNION PACIFIC RAILWAY COMPANY.

Union division	$1,148,344.08	
Kansas division	98,420.14	
Total		1,246,764.22

* Apportioned on the basis of sleeping-car mileage, being 8.9322 per cent of $198,893.05 income from sleeping cars.

Comparative statement of the earnings and expenses of the Union Pacific Railway Company.

	Year ended—		Difference.	
	June 30, 1894.	June 30, 1893.	Increase.	Decrease.
EARNINGS.				
Passenger	$2,879,107.44	$3,733,706.00	.....	$854,598.56
Freight	10,515,156.90	14,032,257.93	.....	3,517,101.03
Mail	1,066,336.54	1,054,395.39	$11,941.15	.....
Express	243,415.97	330,309.17	.....	86,893.20
Miscellaneous	559,895.76	593,078.92	.....	33,183.16
Total	15,263,912.61	19,743,747.41	.....	4,479,834.80
EXPENSES.				
Maintenance of way and structures	1,652,765.58	1,871,974.78	.....	219,209.20
Maintenance of equipment	2,284,561.90	2,411,006.19	.....	126,444.29
Conducting transportation	4,829,600.21	5,575,286.31	.....	745,686.10
General expenses and taxes	1,409,520.37	2,013,735.91	.....	604,215.54
Total	10,176,448.06	11,872,003.19	.....	1,695,555.13
Net earnings	5,087,464.55	7,871,744.22	.....	2,784,279.67
Miles operated	1,822.59	1,822.59	.....	.....
Earnings per mile	$8,374.84	$10,832.79	.....	$2,457.95
Expenses per mile	5,583.50	6,513.81	.....	930.31
Net earnings per mile	2,791.34	4,318.98	.....	1,527.64
Percentage of expenses to earnings	66.66	60.13	6.53	.....

[House Ex. Doc. No. 194, Fifty-third Congress, second session.]

LETTER FROM THE ATTORNEY-GENERAL, TRANSMITTING, PURSUANT TO HOUSE RESOLUTION DATED THE 5TH INSTANT, INFORMATION RELATIVE TO THE UNION PACIFIC RAILWAY COMPANY.

DEPARTMENT OF JUSTICE,
Washington, D. C., April 11, 1894.

SIR: In reply to the resolution of the House of Representatives of the 5th instant, by which I am requested to inform the House—

What action, if any, has been taken by the special counsel for the United States in Union Pacific Railway Company matters to test, so far as the United States is affected, the validity of the proceedings by which the road of said company was put in the hands of receivers;

Whether any effort has been made to secure the appointment of receivers to represent the interests of the United States in the management of said road, and what steps, if any, said counsel has taken to protect the same;

Whether the receivers in charge of said Union Pacific Railroad were not appointed on the suggestion of the officers and directors thereof; and

Whether existing laws are sufficient to enable the Department of Justice to secure and protect the indebtedness due by said company to the United States;

I have the honor to submit herewith copy of a letter from the special counsel, the Hon. George Hoadly, of New York, the contents of which answer fully and particularly the several inquiries above stated.

I also transmit herewith the documents referred to in said letter, to wit: Copy of the original bill for the appointment of receivers and copy of the petition which resulted in the appointment of two additional receivers.

Respectfully,

RICHARD OLNEY,
Attorney-General.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

APRIL 9, 1894.

MY DEAR SIR: Your letter of the 7th, inclosing resolution of the House of Representatives passed the 5th of the present month, is at hand and contents noted.

On the 17th of October last you appointed me a special assistant to the Attorney-General in the matter of the receivership of the Union Pacific Railroad and all matters growing out of the same or connected therewith. I took the necessary oath of the office, forwarded it to your Department on the same day, and at once entered upon the performance of the duties of the position.

You have been kept fully informed, from time to time, of all that has been done under this appointment, but, by way of résumé, I have now the honor to report:

First. That the interests of the United States in the Union Pacific Railway have not been legally affected by anything done in the action wherein receivers of that railway have been appointed, for the reason that the United States have not been made a party to such proceedings.

I have not, without your special direction, which I have not received, felt authorized to enter the appearance of the United States in any of the thirteen suits in which said receivers have been appointed, said suits being pending primarily in the district of Nebraska, and for ancillary purposes in the districts of Massachusetts, New York, western Missouri, Kansas, southern Iowa, Wyoming, Colorado, Montana, Idaho, Washington, Oregon, and the third judicial district of the Territory of Utah.

As the legal interests of the United States, no part of whose lien will mature until November 1, 1895, could not be affected unless it should enter its appearance in court, the next question which arose was as to the bearing of the receivership upon the practical interests of the United States. This depended upon the character of the receivers and the maintenance of the property by them in the highest condition which their earnings might permit.

With a view to giving the United States the amplest control of the property possible under existing circumstances, and under your direction, an effort was made to secure the control of the receivership in the interests of the United States. This was finally accomplished, after much negotiation, by the concession on the part of the gentlemen having control of the suits in which the receivers were appointed of two additional receivers believed to be wholly disinterested, to be nominated by you.

For this purpose you selected Mr. John W. Doane, one of the Government directors in the present board, and Mr. Frederic R. Coudert, who served as a Government director from 1885 to 1889. Mr. E. Ellery Anderson, one of the Government directors of the present board, having been originally appointed, this insured the selection of a majority of the receivers from gentlemen who had filled or were filling the office of Government directors and whose character and relations to the property were such as to insure that the United States would be amply protected in all its interests. The appointment of these gentlemen and the giving of the necessary bonds in so many States and the Territory of Utah involved much delay, and it was not until the latter part of December that the same was fully accomplished.

It is only proper to add that during the negotiations which resulted in these appointments I became satisfied, and subsequent events have confirmed my opinion, that Mr. S. H. H. Clark, former president of the company, and Mr. Oliver W. Mink, its former vice-president and

comptroller, while designated for the positions of receivers by gentlemen not especially interested in protecting the United States, are men of such high character and great capacity as that their selection cannot be regarded with anything but satisfaction. Mr. Clark is a railroad manager of very great experience, and Mr. Mink has long been comptroller of the company, and has a knowledge of its affairs such as no other man in this country possesses. It is believed that it would have been difficult to manage the affairs of more than 8,000 miles of railway if the positions of receivers had all been filled by new and untried men.

Secondly. Upon the question whether the receivers in charge of the said Union Pacific Railway were not appointed on the suggestion of the officers and directors thereof, I have to say that I presume Mr. Clark and Mr. Mink were appointed on the suggestion of the officers and directors of the road. They were themselves two of the principal officers, Mr. Clark being president, Mr. Mink vice-president and comptroller. Mr. Anderson was selected, as I am informed and believe, at the instance of the said officers and directors and other parties taken into counsel by them because he was then a Government director and had been one of the three commissioners appointed by President Cleveland under the act of March 3, 1887, to investigate the affairs of such railroads as had received aid from the United States Government, and in this capacity had become exceedingly familiar with the history and business of the Union Pacific Railway, as is shown by the report of the majority of the commission (E. Ellery Anderson and David T. Littler), communicated by the President to Congress on the 17th of January, 1888.

Thirdly. You are requested to inform the House "what steps, if any, the special counsel appointed by you has taken to protect the interests of the United States."

Before the appointment of the two additional receivers, my attention had been called by Receivers Anderson and Mink to the litigation pending in Colorado, brought by John Evans against the Union Pacific Railway Company and others, for the purpose of severing the Union Pacific, Denver and Gulf Railway from the Union Pacific Railway by the appointment of separate receivers, and I was requested by them to assist them in resisting such separation.

Having examined the proceedings with care I came to the conclusion that they seriously threatened the interests of the United States, and I therefore directed my associate, Joel T. Vaile, esq., of Colorado (employed by myself), to unite with counsel for the receivers in behalf of the United States in resisting the application of Governor Evans for the appointment of separate receivers.

I regret to say this application prevailed, and Mr. Frank Trumbull was appointed and took possession of the Union, Denver and Gulf Railroad from Denver to Texline, on the northern boundary line of the State of Texas, as receiver of that property. The consequence had been anticipated by the receivers of the Union Pacific Railway, viz, that the Union, Denver and Gulf was converted into a railway competing for business with the Union Pacific, although both properties are largely owned (practically) by the United States.

Out of this receivership grew a controversy in which my assistance was solicited by the receivers of the Union Pacific Railway and very willingly conceded. The receiver of the Union Pacific, Denver and Gulf claimed that under what is known as the "traffic agreement" it was the duty of the receivers of the Union Pacific to carry into effect

he provisions of the traffic agreement both as to the possession and se of the property and as to interest upon the debts of the Union 'acific, Denver and Gulf.

Judge Hallett, sitting in Colorado, held both these positions in favor f the Union Pacific, Denver and Gulf Company.

Believing, first, that the order with regard to interest involved the ayment of interest out of the Union Pacific treasury upon liens on the nion Pacific, Denver and Gulf in excess of moneys earned by such eceivers from the use of the Union Pacific, Denver and Gulf property, hile they were in possession thereof, and before its delivery to its eparate receiver, which interest accrued upon liens junior to the larger ens represented by the receivers of the Union Pacific Railway Comany, I advised an appeal from Judge Hallett's order, and am glad to ay that upon the hearing of the appeal, the order was reversed. To his result my learned associate (employed by myself), Gen. J. C. Cowin, f Omaha, contributed, as I am led to believe, important services.

The same is the history of the other portion of this controversy, that elating to the use of the property under the traffic agreement.

By the terms of the traffic agreement, dated April 1, 1890, and supplement thereto, dated July 5, 1893, these two railway companies, then controlled in the same interest, agreed that their lines of railroad should be operated as one continuous line in harmony and never in hostility or in the interest of any other line to the injury of either; that all traffic between the East and Denver should pass over the line of the Union Pacific, Denver and Gulf between Julesburg and Lasalle, except such as might come by way of the Kansas Pacific. That the earnings should be divided in proportion to distance, except that neither party shall be required to accept a less proportion in the division of the joint rate than 20 per cent; that the Union Pacific, Denver and Gulf Company should maintain and operate its roads in working order and keep them fully equipped and apply all its net earnings in payment of interest on first mortgage bonds, and the residue to dividends on its stock, and that it should join with the Union Pacific and with the Denver, Leadville and Gunnison Railroad Company in erecting shops for the joint use of said companies in the city of Denver, at an expense of not less than $500,000; that the Union Pacific Company should guarantee the payment of coupons on first mortgage bonds of the Union Pacific, Denver and Gulf Company.

It is unnecessary to make further recapitulation of the contents of this agreement. The separate receiver of the Union Pacific, Denver and Gulf Company was appointed December 12 and took possession December 18 of the property of that company, and has since operated it free from the supervision and control of the receivers of the Union Pacific Company.

Thereupon the receivers of the Union Pacific Company repudiated the contracts in question and refused to continue in the performance thereof. Upon an application to Judge Hallett, of the district court of the United States for the district of Colorado, they were directed to continue in the performance of the traffic agreement and to operate the Julesburg branch. Upon appeal to Judges Caldwell and Sanborn, of the circuit court of appeals, after full hearing, this order of Judge Hallett was reversed, and the order directing the receivers of the Union Pacific Railway to operate the Julesburg branch was rescinded and he receivers of both companies were authorized to "negotiate and gree upon a fair and just traffic arrangement, carefully considering he interests of the public as well as that of the real parties they respec-

tively represent," and if unable to do so, to submit their differences the court for adjustment.

It has been my opinion and practice from the beginning to assist t receivers in every possible way when called upon, either by advice consultation or by the furnishing of necessary legal services whene required, which, if unable to do in person, I have employed others capacity, to perform for me, keeping you advised, from time to time every thing I have done.

Fourthly. As to the remaining question submitted by the House Representatives, viz: "Whether existing laws are sufficient to ena the Department of Justice to secure and protect the indebtedness d by the said company to the United States," I have the honor to rep that, as you are already well aware, additional legislation will be nece sary for this purpose.

Believing this, soon after the date of my appointment by you, I pre pared a bill, which I submitted to you, as containing part, at least, o the legislation which, in my judgment, was necessary.

At or about the same date a committee of reorganization was selected by some of the parties representing junior and other interests in the property, who employed counsel, and legislation has been proposed by said counsel.

We have had many conferences, in some of which you have taken part. As yet, we have not been able to agree upon legislation which seemed to the parties, yourself and me on the one side and the attorneys of the reorganization committee on the other, to be suitable to work out the desired result.

You have, therefore, prepared, with some assistance from me, a bill which is nearly, if not quite, ready to be submitted to Congress.

The legal gentlemen representing the committee of reorganization, Messrs. Francis Lynde Stetson, John W. Simpson, and Victor Morawetz, of this city, have likewise prepared a bill for the same purpose.

Whenever it be necessary to go into the points of difference between the two bills, if we fail to reconcile them, of which I have not yet given up all hope, they can be easily explained.

I have made this letter longer than you may think strictly necessary, in order that I might surely contribute all the assistance in my power to a full detailed answer to the questions submitted to you.

That this letter may be complete, I inclose a copy of the bill under which Messrs. Clark, Mink, and Anderson were originally appointed receivers, and of the petition filed by me, in your name, under which Messrs. Coudert and Doane were appointed receivers.

I am, with great respect, yours, truly,

GEO. HOADLY,
Special Assistant Attorney-General.

Hon. RICHARD OLNEY,
Attorney-General, Washington, D. C.

BILL OF COMPLAINT.—IN EQUITY.

CIRCUIT COURT OF THE UNITED STATES FOR THE EIGHTH JUDICIAL DISTRICT OF NEBRASKA.

Oliver Ames, Second, and Samuel Carr, executors of the last will and testament of Frederick L. Ames, deceased, and Edwin F. Atkins and Peter B. Wyckoff, complainants, *v.* The Union Pacific Railway Company; The Atchison, Colorado and Pacific Railway Company; The Atchison, Jewel County and Western Railroad Company; The Boulder Valley and Central City Wagon Road Company; The Bozeman Coal Company; The Calloway Improvement Company; The Carbon Cut-Off Railway Company; The Central Branch Union Pacific Railroad Company; The Denver, Leadville and Gunnison Railway Company; The Green River Water Works Company; The Junction City and Fort Kearney Railway Company; The Kansas Central Railroad Company; The Kansas City and Omaha Railroad Company; The Kearney and Black Hills Railway Company; The Laramie, North Park and Pacific Railroad and Telegraph Company; The Lawrence and Emporia Railway Company; The Loveland Pass Mining and Railroad Tunnel Company; The Montana Railway Company; The Morrison Stone, Lime, and Town Company; The Omaha and Republican Valley Railway Company; The Oregon Railway and Navigation Company; The Oregon Short Line and Utah Northern Railway Company; The St. Joseph and Grand Island Railroad Company; The Salina and Southwestern Railway Company; The Solomon Railroad Company; The Union Land Company; The Union Pacific, Denver and Gulf Railway Company; The Union Pacific, Lincoln and Colorado Railway Company, and The Union Pacific Coal Company, defendants.

To the honorable the Judges of the said Court in Equity Sitting:

Your orators above named, suing for themselves and also for all other parties similarly situated who may desire to become complainants herein, bring this bill of complaint against The Union Pacific Railway Company; The Atchison, Colorado and Pacific Railway Company; The Atchison, Jewell County and Western Railroad Company; The Boulder Valley and Central City Wagon Road Company; The Bozeman Coal Company; The Calloway Improvement Company; The Carbon Cut-Off Railway Company; The Central Branch Union Pacific Railroad Company; The Denver, Leadville and Gunnison Railway Company; The Green River Water Works Company; The Junction City and Fort Kearney Railway Company; The Kansas Central Railroad Company; The Kansas City and Omaha Railroad Company; Kearney and Black Hills Railway Company; The Laramie, North Park and Pacific Railroad and Telegraph Company; The Lawrence and Emporia Railway Company; The Loveland Pass Mining and Railroad Tunnel Company; The Montana Railway Company; The Morrison Stone, Lime, and Town Company; The Omaha and Republican Valley Railway Company; The Oregon Railway and Navigation Company; The Oregon Short Line and Utah Northern Railway Company; The St. Joseph and Grand Island Railroad Company; The Salina and Southwestern Railway Company; The Solomon Railroad Company; The Union Land Company; The Union Pacific, Denver and Gulf Railway Company; The Union Pacific, Lincoln and Colorado Railway Company, and TheUnion Pacific Coal Company.

And thereupon your orators complain and say:

That Frederick L. Ames, late of the State of Massachusetts, and prior and up to the time of his decease a citizen of said State, departed this life on or about the 13th day of September, 1893, leaving an estate both real and personal to be administered in the said State of Massachusetts, and also leaving a last will and testament duly executed; that Oliver Ames, second, and Samuel Carr are the executors named in the said will, and said last-named persons have been duly appointed as executors of the said last will and testament of the said Frederick L. Ames, deceased, by an order duly made by the probate court in and for the county of Bristol, in the State of Massachusetts; and on the 19th day of September, 1893, said executors duly qualified and entered upon the performance of their duties as such executors. That as executors of Frederick L. Ames, late of Easton, in the State of Massachusetts, they are the holders and owners of more than 10,000 shares of the capital stock of the defendant, The Union Pacific Railway Company; of more than 5,000 shares of the capital stock of the defendant, The Oregon Short Line and Utah Northern Railway Company; of more than 5,000 shares of the capital stock of the defendant, The Union Pacific, Denver and Gulf Railway Company, and of about 1,500 shares of the capital stock of the defendant, The Oregon Railway and Navigation Company; and also as such executors the owners and holders of considerable amounts of collateral trust 6 per cent bonds of the Union Pacific Railroad Company; of collateral trust three-year 6 per cent notes of the Union Pacific Railway Company; of 5 per cent

bonds of the Union Pacific, Denver and Gulf Railway Company; of 6 per cent bo of the Fort Worth and Denver City Railway Company; of 6 per cent bonds of Oregon Short Line Railway Company; of 5 per cent bonds of the Oregon Short L and Utah Northern Railway Company; of 7 per cent bonds of the Utah South Railway Company, and of 6 per cent bonds of the Idaho Central Railroad Comp all of which were held and owned by said Frederick L. Ames at the time of decease. The said several instruments and obligations under and by virtue of w said notes and bonds were issued and are outstanding are more specifically descr hereinafter. And complainants beg leave hereafter upon any hearing of this to make proof thereof when the same may become material or necessary.

Your orators further aver that the complainant, Peter B. Wyckoff, is the h and owner of numerous shares of stock of the said Union Pacific Railway Comp and the complainant, Edwin F. Atkins, is the owner of numerous shares of the s Union Pacific Railway Company and of the Union Pacific, Denver and Gulf Co pany, and is also the holder and owner of certain bonds and securities of certai of the defendant companies named above, the precise character and amounts of eac of which your orators stand willing and ready fully to show to the court upon an hearing herein. And your orators aver that the said Oliver Ames, second, and th said Samuel Carr and the said Edwin F. Atkins are all of them residents and citizens of the State of Massachusetts, and the said Peter B. Wyckoff is a resident and citizen of the State of New York.

Second. That the defendant. The Union Pacific Railway Company, is a corporation created by and existing under certain laws of the United States, to wit, an act of Congress entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July 1, 1862; also an act of Congress amendatory thereof, approved July 2, 1864, and other acts of the Congress of the United States amendatory and supplemental thereto.

The said Union Pacific Railway Company was formed on or about the 24th day of January, 1880, under and by virtue of the powers and provisions contained in the said several acts of Congress by the consolidation of the Union Pacific Railroad Company, The Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company; each of said railway and telegraph companies being named and described in said acts; and the said Union Pacific Railway Company, so created by consolidation, as aforesaid, thereupon became the successor of each of the said constituent companies, and thereby became vested with all the rights, titles, interests, properties and franchises of each of the said constituent companies. The said Union Pacific Railway Company, as well also as the Union Pacific Railroad Company, were, by the said several acts of Congress, authorized to construct, maintain, and operate a railroad and telegraph line from the State of Iowa in a westerly direction through the States of Nebraska, Wyoming, and into the Territory of Utah; and the said Kansas Pacific Railway Company was authorized to construct a line of railroad from Missouri in a westerly direction through the State of Kansas and into the State of Colorado to the City of Denver, and the said Denver Pacific Railway and Telegraph Company was authorized to construct a railroad from the said City of Denver through the States of Colorado and Wyoming to Cheyenne in said last-named State. The said Union Pacific Railway Company resides in and has and maintains a principal place of business at Omaha, in the State and district of Nebraska. And your orators beg leave to refer to each and every of the said acts of Congress as if incorporated herein.

The defendant the Atchison, Colorado and Pacific Railroad Company is a corporation formed and existing under and by virtue of the laws of the State of Kansas, owning a line of railroad in said State, and is a citizen of said State of Kansas.

The Atchison, Jewell County and Western Railroad Company is an incorporation organized and existing under and by virtue of the laws of the State of Kansas, owning a line of railroad therein, and is a citizen of said State.

The Boulder Valley and Central City Wagon Road Company is an incorporation organized and existing under and by virtue of the laws of the State of Colorado, owning a roadway therein, and is a citizen of said State.

The Bozeman Coal Company is an incorporation organized and existing under and by virtue of the laws of the State of Montana, owning coal mines and property therein, and is a citizen of said State.

The Callaway Improvement Company is a corporation organized and existing under and by virtue of the laws of the State of Nebraska, engaged in railway construction and real estate enterprises therein, and is a citizen of said State.

The Carbon Cut-Off Railway Company is an incorporation of the State of Wyoming, owning a line of railroad therein, and is a citizen of said State.

The Central Branch Union Pacific Railroad Company is an incorporation organized and existing under and by virtue of the laws of the State of Kansas, owning a line of railroad therein, and is a citizen of said State.

nver, Leadville and Gunnison Railway Company is an incorporation of the
Colorado, owning a line of railroad therein, and is a citizen of said State.
een River Water Works Company is an incorporation of the State of Wyo-
ning a water-supply plant and works therein, and is a citizen of said State.
nction City and Fort Kearney Railway Company is an incorporation of the
Kansas, owning a line of railroad therein, and is a citizen of said State.
nsas Central Railroad Company is a corporation organized and existing
laws of the State of Kansas, owning a line of railroad therein, and is a
said State.
nsas City and Omaha Railroad Company is a corporation organized and
nder and by virtue of the laws of the State of Nebraska, owning a line of
herein, and is a citizen of said State.
arney and Black Hills Railway Company is a corporation organized and
nder and by virtue of the laws of the State of Nebraska, owning a line of
herein, and is a citizen of said State.
amie, North Park and Pacific Railroad and Telegraph Company is a cor-
organized and existing under and by virtue of the laws of the State of
, owning a line of railroad therein, and is a citizen of said State.
vrence and Emporia Railway Company is a corporation organized and exist-
and by virtue of the laws of the State of Kansas, owning a line of railroad
nd is a citizen of said State.
veland Pass Mining and Railroad Tunnel Company is a corporation organ-
xisting under and by virtue of the laws of the State of Colorado, engaged
struction of a railroad and mining tunnel therein, and is a citizen of said

itana Railway Company is a corporation organized and existing under and
of the laws of the State of Montana, owning a line of railroad therein, and
n of said State.
rison Stone, Lime and Town Company is a corporation organized and exist-
and by virtue of the laws of the State of Colorado, engaged in a general
herein, and is a citizen of said State.
aha and Republican Valley Railway Company is a corporation formed by
lidation of certain other corporations under and by virtue of the laws of
of Nebraska, as well as under and by virtue of the laws of the State of
The said railway company owns a line of railroad in both of said States,
itizen of the State of Nebraska, as well also as the State of Kansas.
gon Railway and Navigation Company is a corporation organized and
nder and by virtue of the laws of the State of Oregon, owning a line of
herein, and is a citizen of said State.
gon Short Line and Utah Northern Railway Company is a corporation
the consolidation of certain other corporations under and by virtue of the
e State of Wyoming, as well as under and by virtue of certain acts of the
of the United States, owning a line of railroad in the States of Wyoming,
d Montana, and in the Territory of Utah, and said consolidated corporation
, organized, and existing as aforesaid is a citizen of the said State of Wyo-

Joseph and Grand Island Railroad Company is a corporation formed and
nder and by virtue of the laws of the State of Kansas, reincorporated also
ration under and by virtue of the laws of the State of Nebraska, owning a
lroad in both of said States. The said corporation is a citizen of the State
, as well, also, as a citizen of the State of Nebraska.
ina and Southwestern Railway Company is a corporation formed by the
ion of certain other corporations, under and by virtue of the laws of the
ansas, owning a line of railroad therein, and is a citizen of said State.
omon Railroad Company is a corporation organized and existing under and
of the laws of the State of Kansas, owning a line of railroad therein, and is
f said State.
ion Land Company is a corporation organized and existing under and by
the laws of the State of Nebraska, engaged in a general land business
nd is a citizen of said State.
ion Pacific, Denver and Gulf Railway Company is a corporation formed by
idation of certain other corporations under and by virtue of the laws of
of Colorado as well as under and by virtue of the laws of the State of
. Said consolidated corporation owns a line of railroad in both of said
well, also, as in the Territory of New Mexico, and is a citizen of the State
lo, and a citizen of the State of Wyoming.
ion Pacific, Lincoln and Colorado Railway Company is a corporation
the consolidation of certain other corporations under and by virtue of the
he State of Kansas, owning a line of railroad therein, and is a citizen of
s.

The Union Pacific Coal Company is a corporation formed and existing under and by virtue of the laws of the State of Wyoming, engaged in a general coal mining and sales business in said State, as well also in Colorado and Utah, and is a citizen of said State of Wyoming.

Your orators, in alleging the incorporation, organization, and citizenship of each of the said parties defendant as aforesaid, further say that the manner and character of operation of the said several lines of railroad owned by the said severel defendants is more fully and specifically set out and described hereinafter.

Third. The defendant The Union Pacific Railway Company is a corporation created and existing under the laws of the United States, to wit, an act of Congress of the United States, entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July 1, 1862, and an act of Congress approved July 2, 1864, being an act to amend the above-mentioned act, and other acts and amendments to the said acts enacted by the Congress of the United States. The said Union Pacific Railway Company is a consolidated corporation formed on or about January 24, 1880, by articles of union and consolidation entered into between the Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company, created or mentioned and described in and by the aforesaid acts of Congress. The said consolidated corporation, to wit, the Union Pacific Railway Company, owns a line of railway extending from Council Bluffs, in the State of Iowa, westerly through the States of Nebraska and Wyoming into the Territory of Utah to Ogden, a distance of about 1,042 miles; and also a certain line of railway extending from Kansas City, in the State of Missouri, westerly through the State of Kansas, and into the State of Colorado to Denver, a distance of about 639 miles; and also a certain line of railway extending from Denver, in the State of Colorado, in a northerly direction to Cheyenne, in the State of Wyoming, a distance of about 106 miles; together with certain terminal extensions and spur tracks used in connection therewith, making a total mileage of 1,829 miles or thereabouts. Your orators beg leave to refer to each and all of the said acts of Congress, and all acts of Congress relating to the said railroads, the same as if incorporated herein.

Fourth. The defendant The Union Pacific Railway Company is also the owner of a large amount in value of the shares of stock and bonds of various corporations owning branch or connecting railway and telegraph lines, through the ownership whereof, and by contracts and arrangements wherewith, it is enabled to and does control the business and property of the said corporations, as hereinafter stated, to the great advantage of itself and its creditors and security holders.

Your orators state that the said constituent companies which formed the said defendant company the Union Pacific Railway Company prior to said consolidation, and the Union Pacific Railway Company, subsequent to said consolidation, with a view to increase their traffic and business and to protect the value of their property and franchises, invested their earnings or other means in the bonds and shares of certain connecting railroad companies in Iowa, Nebraska, Missouri, Kansas, Colorada, Wyoming, Utah, and other States; that such investments were made with the assent of the Government directors and the U. S. Auditor and Commissioner of Railroads, and were regularly reported by the last-named officers to the Congress of the United States. In pursuance of this policy, and for the purposes aforesaid, the defendant the Union Pacific Railway Company owns, controls or operates, as hereinafter stated the following-named roads which connect with the said Union Pacific Railway Company, are tributary to it and form part of its system of railways known as the Union Pacific system of railways, to wit:

1. The railroad of the Omaha and Republican Valley Railway Company, situated in the States of Nebraska and Kansas, having a total mileage of 482·05 miles. The capital stock of said Omaha and Republican Valley Railway Company now issued and outstanding is $2,401,023.77, all of which is owned by the said Union Pacific Railway Company, and is now pledged under a certain trust indenture of September 4, 1891, hereinafter more specifically referred to and described. The Omaha and Republican Valley Railroad Company, which was merged into and became part of the said Omaha and Republican Valley Railway Company by consolidation, as hereinbefore stated, issued and disposed of its first mortgage bonds dated July 1, 18[illegible] due July 1, 1909, in the sum of $1,559,000, with interest at the rate of 7 per cent payable in January and July. The trustees named in the said mortgage are Peter P. Wyckoff and Benjamin F. Ham. And the said Omaha and Republican Valley Railway Company issued and disposed of its consolidated first mortgage bonds in the amount of $3,136,000, dated February 15, 1887, due March 1, 1927, interest at the rate of 5 per cent. The trustee named in said mortgage is the American Loan and Trust Company of Boston. And also issued and disposed of its extension first mortgage bonds in the sum of $1,246,000, dated May 1, 1887, due May 1, 1927, interest 5 per cent. The trustee named in said mortgage is the American Loan and Trust

of Boston. Of the above-mentioned bonds there are pledged in the 6 per
teral trust of the Union Pacific Railroad Company of July 1, 1879, $887,000
aha and Republican Valley Railroad Company bonds, and in the 5 per
teral Trust of the Union Pacific Railway Company of April 2, 1883, here-
ntioned, $589,000 of the Omaha and Republican Valley Railroad Company
1 $1,859,000 of the Omaha and Republican Valley Railway Company said
ed first-mortgage bonds. The said American Loan and Trust Company of
ustee for certain mortgage creditors of the Kansas Pacific Railway Com-
ls $636,000 of said Omaha and Republican Valley Railway Company con-
first-mortgage bonds. The trustees under the said trust indenture of Sep-
1891, hold $41,000 of Omaha and Republican Valley Railroad Company
0,000 Omaha and Republican Valley Railway Company consolidated first-
bonds, and $2,246,000 of Omaha and Republican Valley Railway Company
bonds. All of the said stocks and bonds so pledged as aforesaid are the
property of the Union Pacific Railway Company, subject to the trusts
the said several identures whereby the same were pledged, as aforesaid;
power on said stocks being in the Union Pacific Railway Company while
n default under the aforesaid indentures whereby the said stocks were

ailroad of the Union Pacific, Denver and Gulf Railway Company, includ-
ort Worth and Denver City Railway Company and the Pan-Handle Com-
ate in the States of Colorado, Wyoming, and Texas and in the Territory of
co, the total mileage of the roads owned and operated under contract and
rights is 1,463.23 miles.
al amount of Union Pacific, Denver and Gulf Railway Company consoli-
tgage bonds, issued and outstanding, is $15,714,000, of which the Union
ailway Company owns $7,262,000. Of the bonds thus owned, $7,189,000
y the trustees under the trust indenture of September 4, 1891, and $73,000
n the trust created for the benefit of the mortgage creditors of the Kansas
ilway Company.
tion to the above bonds, the Union Pacific Railway Company owns
in the first-mortgage 7 per cent bonds of the Colorado Central Railroad
one of the constituent companies forming part of the Union Pacific, Den-
ulf Railway Company. Of these bonds, $1,795,000 are held in the Union
er cent collateral trust, $1,202,000 in the 5 per cent collateral trust, $1,392,000
y the trustees under the trust indenture of September 4, 1891, and $197,000
trust created for the benefit of the mortgage creditors of the Kansas
ilway Company.
ion Pacific Railway Company also owns $13,251,882 of a total issue of
2 Union Pacific, Denver and Gulf stock. The stock thus owned is held by
es under the trust indenture of September 4, 1891.
ion Pacific, Denver and Gulf Railway Company owns $944,000 of its own
ed first-mortgage bonds, $65,000 Colorado Central Railroad Company
gage 7 per cent bonds, $101,000 of the Union Pacific Coal Company first-
5 per cent bonds, and $100,700 of the capital stock of the Union Pacific
pany. These bonds and stock, excepting the Colorado Central bonds, were
ith the Union Pacific Railway Company as collateral for advances made by
any for account of this company, with the power in the Union Pacific Rail-
pany to rehypothecate or sell the same, and they have been deposited by
any with the trustees under the trust indenture of September 4, 1891.
ion Pacific, Denver and Gulf Railway Company owns $3,406,800 of its own
1 $7,766,000 of the capital stock of $9,375,000 of the Fort Worth and Denver
way Company. It also owns $218,000 Pan-Handle Railway Company first-
5 per cent bonds of a total issue of $225,000; and $160,000 Fort Worth and
ity Railway Company equipment trust 5 per cent bonds, all that are out-
and $5,000 Fort Worth and Denver City Railway Company 6 per cent
he Pan-Handle and Fort Worth and Denver City companies bonds thus
held by the trustee of the Union Pacific, Denver and Gulf Railway Com-
olidated mortgage as part security for the bonds issued thereunder.
he said stocks and bonds so pledged as aforesaid are the absolute property of
Pacific Railway Company, subject to the trusts created by the said several
s whereby the same were pledged, as aforesaid, the voting power on said
ing in the Union Pacific Railway Company, while it is not in default under
aid indentures whereby the said stocks were pledged.
railroad of the consolidated railway company known as the Oregon Short
Utah Northern Railroad Company and its leased and operated lines, situa-
States of Wyoming, Idaho, Montana, Nevada, and Oregon, and in the
of Utah. Said company has constructed and acquired or owns 1,424·84
ailroads, and operates under lease the railway of the Oregon Railway and
n Company, 1,059·33 miles, making a total of 2,484·17 miles of owned,
d operated lines.

The stock of the Oregon Short Line and Utah Northern Railway Company is limited to $27,000,000. On December 31, 1892, the amount outstanding, including the stock of constituent companies not then exchanged, was $26,244,853.32, of which the Union Pacific Railway Company owned $15,116,703.33. All of the stock owned by the Union Pacific Railway Company, excepting $1,000 in amount, is held by the trustees under the trust indenture of September 4, 1891.

The Oregon Short Line and Utah Northern Railway Company owns $14,508,200, out of a total issue of $24,000,000, of the stock of the Oregon Railway and Navigation Company. Of the stock thus owned, $13,000,000 is held by the trustee under the collateral trustee indenture of the Oregon Short Line and Utah Northern Railway Company, and $487,300 is held by the same trustee as an investment for the sinking fund established thereunder. The balance of the stock thus owned ($1,021,000) is pledged with the Union Pacific Railway Company, with power in that company to rehypothecate or sell the same. The stock just pledged with the Union Pacific Railway Company is deposited with the trustees under that company's trust indenture of September 4, 1891.

The amount of collateral trust bonds outstanding on December 31, 1892, was $13,000,000. Of the bonds thus outstanding, the Union Pacific Railway Company owned $2,837,500, which are held by the trustees under that company's trust indenture of September 4, 1891.

The amount of Oregon Short Line and Utah Northern Railway Company consolidated first-mortgage bonds outstanding on December 31, 1892, was $11,024,000. Of these the Union Pacific Railway Company owns $932,000. That company also owns $4,420,000 in Utah and Northern Railway Company first-mortgage 7 per cent bonds; $418,000 in Utah Southern Railroad Company first-mortgage 7 per cent bonds; $982,000 in Utah Southern Railroad extension first-mortgage 7 per cent bonds; and $85,000 in Idaho Central Railway Company first-mortgage 6 per cent bonds.

The Oregon Short Line and Utah Northern Railway Company owns the following bonds of its own issues:

Oregon Short Line and Utah Northern Railway Company consolidated 5 per cent bonds	$1,814,000
Idaho Central Railway Company first-mortgage 6 per cent bonds	1,000
Utah Central Railway Company first-mortgage 6 per cent bonds	1,000

At the close of 1892 the Oregon Short Line and Utah Northern Railway Company was indebted to the Union Pacific Railway Company in the sum of $4,066,500.57. Against this, it had pledged with that company, with the power in the Union Pacific to rehypothecate or sell, $1,750,000 in Oregon Short Line and Utah Northern Railway Company consolidated 5 per cent bonds; $1,021,000 in Oregon Railway and Navigation Company stock; $411,000 in Union Pacific Coal Company first-mortgage 5 per cent bonds, and $461,400 in Union Pacific Coal Company stock. The Oregon Short Line and Utah Northern Railway Company had also pledged with the Union Pacific Railway Company, with the power in that company to rehypothecate or sell, $712,000 in Oregon Railway and Navigation Company consolidated mortgage 5 per cent bonds, and $1,057,000 in Oregon Railway and Navigation Company collateral trust 5 per cent bonds. These bonds were owned by the Oregon Railway and Navigation Company, which company was in turn indebted to the Oregon Short Line and Utah Northern Railway Company for moneys advanced in the construction of the Washington and Idaho Railroad, the road of the Oregon Railway Extensions Company, and for additional equipment furnished for, and betterments made on, the lines of the Oregon Railway and Navigation Company. The bonds and stock thus pledged with the Union Pacific Railway Company were by that company deposited with the trustees under the trust indenture of September 4, 1891.

All of the said stocks and bonds so pledged, as aforesaid, are the absolute property of the Union Pacific Railway, subject to the trusts created by the said several indentures, whereby the same were pledged as aforesaid; the voting power on said stocks being in the Union Pacific Railway Company while it is not in default under the aforesaid indentures, whereby the said stocks were pledged.

The Oregon Railway and Navigation Company under an indenture of lease dated January 1, 1887, leased its said railroads to the Oregon Short Line Railway Company, which is now a constituent company of the said Oregon Short Line and Utah Northern Railway Company. The Union Pacific Railway Company was a party to the said indenture. Said indenture was subsequently, in some respects, modified. On or about December 6, 1889, the Oregon Short Line and Utah Northern Railway Company entered into a perpetual agreement with the Union Pacific Railway Company granting to it certain perpetual rights, privileges, and easements, and agreeing with it for the interchange of business, in consideration whereof the Union Pacific Railway Company guaranteed the obligations of the Oregon Short Line and Utah Northern Railway Company, as hereinafter more fully stated. By the provisions of said lease and traffic agreements, and by reason of ownership of stock,

railroad of the said Oregon Railway and Navigation Company is controlled and operated by the Union Pacific Railway Company as part of its system of railroads. The said lease of the Oregon Railway and Navigation Company to the said Oregon Short Line Railway Company includes the railroads of the Oregon Extension Company situated in the States of Washington and Oregon, 68·73 miles in length, which was itself leased to the Oregon Railway and Navigation Company on January 8, 1890, for a term of ninety-seven years. The said lease of the said Oregon Railway and Navigation Company to the Oregon Short Line Company also covered the railroad of the Washington and Idaho Railroad Company, situated in the States of Washington and Idaho, 154·21 miles in length, which was itself leased to the Oregon Railway and Navigation Company on January 8, 1890, for the term of ninety-seven years, and said two last mentioned railroads are in the possession of and controlled and operated by the Union Pacific Railway Company as part of its system, as hereinbefore stated.

Also the railroads of the Cascade Railroad Company, situated in the State of Washington, six miles in length. This road is operated under a lease to the Oregon Railway and Navigation Company, which said lease was assigned to the Oregon Short Line Railway Company on May 10, 1887, of which last-named company the Oregon Short Line and Utah Northern Railroad Company is successor by consolidation, as hereinbefore stated.

Also the railroads of the Columbia and Palouse Railroad Company, 144·81 miles in length, situated in the States of Washington and Idaho. Said railroad is operated under lease to the Oregon Railway and Navigation Company, which said lease was assigned to the Oregon Short Line Railway Company May 10, 1887.

Also the narrow-gauge railroad of the Mill Creek Flume and Manufacturing Company, 13·41 miles in length, situate in the State of Washington. This railroad is owned by the Oregon Railway and Navigation Company, and is subject to and operated under the terms of the lease from the said Oregon Railway and Navigation Company to the Oregon Short line and Utah Northern Railway Company, hereinbefore described.

Also the railroad of the Walla Walla and Columbia River Railroad Company, 35·52 miles in length, situate in the State of Washington. This road is held and operated under the lease to the Oregon Railway and Navigation Company, which said lease was assigned by the last-named company to the Oregon Short Line Railway Company, on May 10, 1887. All of which said railroads under lease, as hereinbefore stated, to the said Oregon Railway and Navigation Company are subject to the terms and conditions of the general lease, hereinbefore referred to, executed by the said Oregon Railway and Navigation Company to the said Oregon Short Line Company, and all said roads are operated and controlled by the Union Pacific Railway Company by virtue of its ownership of the stock of the said Oregon Short Line and Utah and Northern Railway Company, as well also as by virtue of the said several leases and instruments hereinbefore more specifically described.

Also, the Northern Pacific Terminal Company, of Oregon. The issued capital stock of this company is $3,000,000, divided into 30,000 shares. Nine shares are owned by directors, and the remainder is held by the Central Trust Company, of New York, in trust for the Oregon Railway and Navigation Company, the Northern Pacific Railroad Company, and the Oregon and California Railroad Company, which said last-named company is operated and controlled by the Southern Pacific Railroad Company. This Terminal Company has issued its fifty-year 6 per cent first mortgage bonds, dated January 1, 1882, to the amount of $3,600,000; and the said Oregon Railway and Navigation Company and the said Oregon Short Line and Utah Northern Railway Company have entered into an agreement with the other owners of the stock of the said Terminal Company by which the said Oregon Short Line and Utah Northern Railway Company as lessee of the Oregon Railway and Navigation Company is bound to pay its proportion of the interest and sinking-fund charges on said bonds. The property of this Terminal Company is now occupied and used by the said Oregon Short Line and Utah Northern Railway Company as lessee of the said Oregon Railway and Navigation Company under and by virtue of the terms of the leases and agreements hereinbefore more specifically referred to.

4. The railroad of the Union Pacific, Lincoln and Colorado Railway Company, 25·35 miles in length, in the State of Kansas. There is outstanding $1,997,800 of capital stock, all of which is owned by the defendant, The Union Pacific Railway Company, and is held in pledge under the said trust indenture of September 4, 1891. Said company has issued its first-mortgage 5 per cent bonds, due April 1, 1918, the same being secured by a mortgage to the American Loan and Trust Company, of Boston, trustee, dated August 1, 1888, delivered November 7, 1888, for $4,445,000. The American Loan and Trust Company, trustee for the benefit of the mortgage creditors of the Kansas Pacific Railway Company, holds $74,000 of said last-mentioned bonds, the balance of which are afloat. And by the terms of an agreement between the said Union Pacific, Lincoln and Colorado Railway Company and the Union Pacific Railway Company, dated August 1, 1888, delivered November 7, 1888,

the first-named company agreed to work its railway as a continuous line with the Union Pacific Railway Company, the Union Pacific Railway Company entering into a reciprocal engagement to work its line as a continuous line with that of the Union Pacific, Lincoln and Colorado Railway Company; in consideration thereof, and of the other provisions of the said agreement, the Union Pacific Railway Company agreed in substance that the revenues of the said Union Pacific, Lincoln and Colorado Railway Company should be sufficient to meet the interest on the said first-mortgage bonds.

The Union Pacific Railway has guaranteed the payment of the principal and interest of $4,445,000 of the first-mortgage bonds of the Union Pacific, Lincoln and Colorado Railway Company. It was further agreed that to secure the Union Pacific Railway Company against loss by reason of its compliance with the terms of said contract the Union Pacific, Lincoln and Colorado Company should execute an indenture of mortgage of its railway and properties to the Union Pacific Railway Company, which last-named company it was covenanted should have the rights of a mortgagee in possession for its security and benefit; and it was further agreed that until such indenture should be executed the Union Pacific Company might enter into the possession of the railroad of the Union Pacific, Lincoln and Colorado Company, to the end that it might work the same as provided in the said agreement. Your orators allege on information and belief that the said mortgage was never made, but that the Union Pacific Company took possession of the railroads of the said Union Pacific, Lincoln and Colorado Railway Company, and is now in possession thereof, and has operated and is still operating the same.

5. The railroad of the Kansas Central Railroad Company, situate in the State of Kansas, 169·49 miles in length. This company issued its capital stock to the amount of $1,348,000; it also executed a first mortgage to Frederick L. Ames, trustee, dated April 22, 1881, due April 1, 1911, for $1,348,000. The Union Pacific Railway Company owns all the bonds of this company excepting one bond of a thousand dollars, and owns $1,313,400 of the said capital stock. The bonds and stock thus owned by the Union Pacific Railway Company are held by the trustees under the trust indenture of September 4, 1891.

6. The railroad of the Carbon Cut-Off Railway Company, situate in the State of Wyoming, 19·17 miles in length. This company issued its capital stock to the amount of $280,000, all of which is owned by the Union Pacific Railway Company and of which $220,000 is held by the trustees under the trust indenture of September 4, 1891. There is no funded debt.

7. The railroad of the Denver, Leadville and Gunnison Railway Company in the State of Colorado, 324·72 miles. This company issued capital stock of $3,000,000 and also executed its first mortgage, dated August 1, 1889, to the American Loan and Trust Company, of Boston, trustee, to secure $2,308,000 4½ per cent bonds. The Union Pacific Railway Company owns all of the stock of this company, which is held by the trustees under the trust indenture of September 4, 1891. It also owns all of the said first-mortgage bonds of said company, of which $2,262,000 are held in the Union Pacific Railway Company's 4½ per cent collateral trust as security for $2,037,000 of the Union Pacific Railway Company's collateral trust 4½ per cent bonds; $23,000 of said bonds are held by the trustees under the trust indenture of September 4, 1891.

8. The railroad of the Echo and Park City Railway Company, situate in the Territory of Utah, 30·10 miles in length. This company issued capital stock to the amount of $480,000; also its first-mortgage 6 per cent bonds, dated July 1, 1881, due July 1, 1911, secured by mortgage to Peter B. Wyckoff and James M. Ham, trustees. The Union Pacific Railway Company owns the entire capital stock and all the bonds of this company, all of which stock and bonds are held by the trustees under the trust indenture of September 4, 1891.

9. The railroad of the Junction City and Fort Kearney Railway Company, in the State of Kansas, 88 miles in length. This company issued capital stock of $1,056,100; also its first-mortgage 7 per cent bonds, dated April 1, 1873, due April 1, 1903, to Adolphus Meier and Lewis H. Meyer, trustees, for $970,000; also, its first-mortgage branch 5 per cent bonds, dated September 1, 1884, due December 1, 1902, to the American Loan and Trust Company, of Boston, trustee, for $171,000. The Union Pacific Railway Company owns $764,000 of the capital stock of this company, of which $720,000 is held by the trustees of the Kansas Pacific consolidated mortgage of May 1, 1879, and the balance is held by the trustees under the trust indenture of September 4, 1891. The said 7 per cent bonds are all held by the said Kansas Pacific consolidated mortgage trustees. The said American Loan and Trust Company, trustee, holds the entire issue of the 5 per cent bonds in the sinking fund for the further security of mortgage creditors of the Kansas Pacific Railway Company.

10. The railroad of the Laramie, North Park and Pacific Railroad and Telegraph Company, situate in the State of Wyoming, 13·36 miles in length. This company issued capital stock of $66,500. It has no funded debt. The Union Pacific Railway Company owns the entire capital stock of said company, which is held by the trustees under the trust indenture of September 4, 1891.

ailroad of the Salina and Southwestern Railway Company, situate in the
ansas, 35·47 miles in length. This company issued its capital stock for
lso its first-mortgage 6 per cent bonds, dated January 25, 1882, due
1912, to John F. Dillon and Peter B. Wyckoff, trustees, for $540,000, all
onds are held by the trustees of the Kansas Pacific Consolidated Mort-
y 1, 1879. Of the said capital stock the Union Pacific Railway Company
'00, which is held by the trustees under the said trust indenture of Sep-
891.
ailroad of the Solomon Railroad Company, situate in the State of Kansas,
. This company issued capital stock of $1,108,850; also its first-mort-
cent bonds, dated May 1, 1878, due May 1, 1908, to C. S. Greeley, trustee,
. Of the said capital stock, $1,000,500 is held in the said trust of Kansas
olidated mortgage of May 1, 1879, and all of its first-mortgage 6 per cent

ailroad of the St. Joseph and Grand Island Railroad Company, situated
tes of Missouri, Kansas, and Nebraska, extending from St. Joseph, Mo.,
land, 251·06 miles. This company issued capital stock to the amount of
also first-mortgage 6 per cent bonds, dated July 1, 1885, due May 1, 1925,
ral Trust Company of New York, trustee, for $6,998,000; also its second-
per cent income bonds, dated July 1, 1885, due July 1, 1925, to J. H.
saac H. Bromley, and F. K. Pendleton, trustees, for $1,679,000. The Union
lway Company own $2,301,500 of the capital stock of this company, which
the trustees under the trust indenture of September 4, 1891. The St.
l Grand Island Company owns $1,822,500 of the capital stock of the Kansas
Omaha Railroad Company, hereinafter referred to; also $125,000 of the
Terminal Railroad Company's stock, and also $1,000 in the St. Joseph
ot Company's stock, each of which said companies is hereinafter more
referred to.
oad of the Kansas City and Omaha Railroad Company, promoted by and
with the St. Joseph and Grand Island Railroad, situate in the State of
193·68 miles in length. This company issued capital stock of $4,408,100;
its first-mortgage 5 per cent bonds, dated January 1, 1887, due January
he Central Trust Company of New York, trustee, for $1,713,000. The Union
lway Company owns $1,595,500 of said bonds and $1,725,375 of the said stock,
Joseph and Grand Island Railway Company owns $1,822,500 of the said
e bonds and stock owned by the Union Pacific Railway Company are held
stees under the trust indenture of September 4, 1891. On the 1st day of
the St. Joseph and Grand Island Railroad Company entered into a contract
'nion Pacific Railway Company, and on the 1st day of January, 1887, the
y and Omaha Railroad Company, of the first part, the St. Joseph and Grand
road Company, of the second part, and the Union Pacific Railway Com
e third part, entered into a contract; and by the terms and provisions of
o last-mentioned contracts the respective railroads of the said companies
operated in connection with the Union Pacific and as a part of its system,
rights and privileges were granted to the Union Pacific Railway Com-
said Union Pacific Railway Company, in consideration thereof, indorsed
ortgage bonds of the St. Joseph and Grand Island Railroad Company sub-
s follows: "The Union Pacific Railway Company hereby guaranties the
ayment of the interest hereon [meaning the said bonds], subject only to
ons of an agreement made with the St. Joseph and Grand Island Railroad
dated July 1, 1885." Under the provisions of said contract (January 1,
'nion Pacific Railway Company and the St. Joseph and Grand Island Rail-
any jointly and severally guarantied the punctual payment of the interest
-mortgage bonds of the said Kansas City and Omaha Railroad Company,
y to the conditions of the said agreement dated January 1, 1887. Under
tue of the terms of the said two contracts and the consent of the said two
companies and the holders of said stock, the said Union Pacific Railway
s in the possession and operation of each of the said railroads.
Union Pacific Railway Company operates the railroad formerly belonging
ver and Boulder Valley Railroad Company, situated in the State of Colo-
miles in length, for the trustees of the Kansas Pacific consolidated mort-
y 1, 1879, said trustees holding the title to said railroad subject to the
he said indenture of May 1, 1879.
railroad of the Lawrence and Emporia Railway Company of Kansas, 31
ngth. The Union Pacific Railway Company owns the entire capital stock
pany, $465,000, which is held by the trustees under the trust indenture of
4, 1891. This company issued first-mortgage 6 per cent bonds, dated
, 1882, due January 1, 1912, to John F. Dillon and Peter B. Wyckoff, for
ll of which mortgage bonds are held by the trustees of the Kansas Pacific
d mortgage of May 1, 1879, subject to the provisions of the said trust.

The railway of this company is leased for a term of ninety-nine years to the Lawrence, Emporia and Southwestern Railway Company at an annual rental of $1,000 and taxes.

16. The railroad of the Montana Union Railway Company, in the State of Montana, 72·23 miles in length. This roads connects the Union Pacific with the Northern Pacific, and is operated under a joint-traffic arrangement between the Union Pacific Railway Company and the Nortern Pacific Railroad Company. This company has issued $850,000 of capital stock. The Union Pacific owns $425,000. There is no funded debt. The stock owned by the Union Pacific Railway Company is held by the trustees under the trust of indenture of September 4, 1891. Part of the system of the Montana Union Railway Company consists of the Montana Railway Company in Montana, 14·83 miles, of which the Union Pacific Railway Company owns the entire capital stock, consisting of $600,000, of which 70 per cent has been paid, amounting to $420,000. This stock is held by the trustees under the trust indenture of September 4, 1891. There is no funded debt. The lease of the Montana Railway to the Montana Union Railway Company is for an annual rental equal to 6 per cent on the value of the demised premises. The Oregon Short Line and Utah Northern Railway Company has leased to the said Montana Union Railway Company 57·41 miles of railroad on the same terms.

17. The railroad of the Leavenworth, Topeka and Southwestern Railway Company of Kansas, 46.57 miles in length. The Union Pacific Railway Company and the Atchison, Topeka and Santa Fe Railroad Company are equally interested in the stock of this company, whereof $1,380,000 has been issued, each of those companies owning $550,900 of stock therein. Said company issued its first-mortgage 4 per cent bonds, dated July 1, 1882, due July 1, 1912, to the American Loan and Trust Company of Boston, trustee, for $1,380,000. These mortgage bonds are held by the public, but the payment of the interest on one-half of the said issue has been indorsed or guarantied by the Union Pacific Railway Company.

18. The railroad of the Manhattan, Alma and Burlingame Railway Company of Kansas, 56.62 miles in length. This company issued its capital stock for $1,000,000; also its first-mortgage 6 per cent bonds, dated July 1, 1880, due July 1, 1910, to Federick L. Ames and S. Lothrop Thorndike, trustees, for $678,000, The Union Pacific Railway Company and the Atchison, Topeka and Santa Fe Railroad Company each owns $418,650 of said capital stock and $339,000 of the first-mortgage 6 per cent bonds. The bonds owned by the Union Pacific Railway Company are held by the trustees under the trust indenture of September 4, 1891.

19. Also, the railroad of the Central Branch, Union Pacific Railroad Company, situated in the State of Kansas, 100 miles, from Atchison to Waterville; also, its leased lines, to wit, the railroad of the Atchison, Colorado and Pacific Railroad Company, situated in the State of Kansas, 254·79 miles; also, the railroad of the Atchison, Jewell County and Western Railroad Company, situated in Kansas, 33·40 miles. The said Central Branch Company issued its capital stock for $1,000,000; also, its first-mortgage 6 per cent bonds, dated May 1, 1865, to Henry Day and Oliver Ames, trustees, for $1,600,000; also, its funded-interest 7 per cent bonds, dated May 1, 1865, due May 1, 1895, to the same trustees last mentioned, for $630,000. It received United States subsidy bonds to the amount of $1,600,000, yet unpaid, on which a large amount of interest will become due, less amounts repaid and to be repaid by transportation and otherwise. The Atchison, Colorado and Pacific Railway Company issued capital stock to the amount of $1,522,400; also its first-mortgage 6 per cent bonds, dated December 24, 1879, due May 1, 1905, to Henry Day and Oliver Ames, trustees, for $4,070,000. The Union Pacific Railway Company owns $920,300 of the capital stock of this company, which is held by the trustees under the trust indenture of September 4, 1891. The Atchison, Jewell County and Western Railroad Company issued its capital stock for $202,800; also, its first-mortgage 6 per cent bonds, dated May 1, 1879, due May 1, 1905, to Henry Day and Oliver Ames, trustees, for $542,000.

The Union Pacific Railway Company owns $105,000 of the capital stock of this company, which is held by the trustees under the trust indenture of September 4, 1891. The Union Pacific Railway Company owns $874,200 of the capital stock of the said Central Branch of the Union Pacific Railroad Company, which is held by the trustees under the trust indenture of September 4, 1891. The railroad of the Central Branch Union Pacific Railroad Company, including the said two leased lines above mentioned, was leased to the Missouri Pacific Railway Company September 30, 1885, for twenty-five years; the lessee company, as rental, to account to the lessor company for net earnings. The said Central Branch Company owns nine shares of $1,000 each of the stock of the Atchison Union Depot and Railroad Company.

20. The defendant is also the owner of the property and capital stock, or is interested in the property and capital stock, through its auxiliary companies, of the following named corporations:

chison Union Depot and Railroad Company, the property of which is
the city of Atchison, in the State of Kansas.
ılder Valley and Central City Wagon Road Company, the property of which
l in the State of Colorado.
:eman Coal Company, an incorporation of the State of Montana, owning
al mines and mining properties therein.
llaway Improvement Company, a corporation of the State of Nebraska,
roperty and doing business therein.
orado Western Railroad Company, a corporation of the State of Colorado,
s entered upon the preliminary work of the construction of a railroad

ıver Union Railway and Terminal Company, a corporation of the State of
which has entered upon the preliminary work of the construction of a
plant in the city of Denver.
ıeret Salt Company, a corporation of the Territory of Utah, owning prop-
:arrying on business therein. The Echo and Park City Railway Company,
tion of the Territory of Utah, owning a railway therein.
t Worth and Denver City Railway Company, a corporation of the State of
ning a railway line therein.
rt Worth and Denver Terminal Railway Company, a corporation of the
Texas, owning a terminal plant in the city of Fort Worth.
ɔen River Water Works Company, a corporation of the State of Wyoming,
ıe water plant and engaged in operating the same in said State of Wyom-
capital stock of said company issued and outstanding is $225,000; the
gage bonds issued and outstanding $221,000, dated January 1, 1889, due
, 1919, interest 6 per cent; the trustee of the said mortgage securities is
ican Loan and Trust Company of Boston. The Union Pacific Railway
owns all of the stock and bonds of this company, which are held by the
nder the trust indenture of September 4, 1891.
arney and Black Hills Railway Company, a corporation of the State of
, owning a line of railroad therein. The capital stock issued is $931,606.91;
gage bonds issued and outstanding $887,000, dated May 1, 1890, due May
terest 5 per cent; the trustee of said mortgage securities is the American
Trust Company of Boston. The Union Pacific is the owner of $838,191.91
ock and $369,325 of said bonds, of which $337,956 of the stock and $105,000
nds are held by the trustees under the trust indenture of September 4, 1891.
avenworth Depot and Railroad Company, an incorporation of the State of
aving a capital stock issued and outstanding of $150,000, and first mort-
ds issued $150,000. This company owns and operates a depot and terminal
he city of Leavenworth, in said State. The Union Pacific Railway Com-
he owner of one-fourth of the capital stock therein, and owns and holds
the said first-mortgage bonds. The Kansas Central Railroad Company,
ore referred to, also owns $35,000 of the stock of said Leavenworth Depot
oad Company.
veland Pass Mining and Railroad Tunnel Company, an incorporation of the
Colorado, engaged in mining and tunneling therein.
ammoth Mining Company, an incorporation of the Territory of Utah,
in business therein.
rrison Stone, Lime and Town Company, a corporation of the State of Col-
ing business therein.
:cidental and Oriental Steamship Company, a corporation of the State of
a, engaged in steam navigation. The capital stock of said company is
0, on which 3 per cent has been paid in. The Union Pacific Railway Com-
ıs one-half of the said stock, which is held by the trustees under the trust
of September 4, 1891.
den Union Railway and Depot Company, a corporation of the Territory of
ning and operating a union depot and terminal plant in the city of Ogden.
orized stock of this company is $300,000, and the authorized issue of its
gage bonds is limited to $1,000,000, dated September 1, 1888, due Septem-
8, interest at 5 per cent. The trustee of said mortgage bonds is the Ameri-
and Trust Company, of Boston. The capital stock of this company, as
to go one-half to the Union Pacific Railway Company and one-half to the
Pacific Railway Company. The Union Pacific Railway Company owns
of the first mortgage bonds, which are held by the trustees under the trust
e of September 4, 1891. The said Union Pacific Railway Company is inter-
the management and operation of the said union depot and terminal plant
tent of one-half of the whole interest therein.
maha Union Depot Company, a corporation of the State of Nebraska,
in the construction and proposed maintenance and operation of a union
d terminal plant in the city of Omaha. The authorized capital stock of

said company is $1,500,000, on which subscriptions to the amount of $15,000 have been made, one-half by the Chicago, Burlington and Quincy Railroad Company and one-half by the Union Pacific Railway Company. The stock issued to and owned by the Union Pacific Railway Company is held by the trustees under the trust indenture of September 4, 1891. This company is incorporated by the joint action of the said two last-named railway companies, and considerable real estate and other valuable rights have been acquired by it.

The Pacific Express Company, incorporated under the laws of Nebraska, and engaged in a general express business on the railway lines of the United States. The capital stock of said company is $6,000,000, of which the Union Pacific Railway Company owns $2,400,000, which is held by the trustees under the trust indenture of September 4, 1891.

The Portland and Puget Sound Railroad Company, incorporated under the laws of Oregon, which said railroad company has entered upon the construction of a railroad line in the States of Oregon and Washington.

The Pueblo Union Depot and Railroad Company, incorporated under the laws of the State of Colorado, which owns and operates a union depot and terminal plant at Pueblo, in which said company, the Union Pacific, Denver and Gulf Railway Company, hereinbefore referred to, has a valuable interest.

The Rattlesnake Water Company, incorporated under the laws of Wyoming, and owning and operating a water plant therein. There has been issued of the capital stock of the said company $78,300; there has also been issued and is outstanding $156,000 of the first-mortgage bonds of said company, dated July 1, 1890, due July 1, 1920, at 6 per cent, to the American Loan and Trust Company of Boston, trustee. All of said stock and all of said bonds so issued are owned by the Union Pacific Railway Company. Of the stock and bonds thus owned $66,300 in stock and $132,000 in bonds are held by the trustees under the trust indenture of September 4, 1891.

The St. Joseph Terminal Railroad Company, incorporated under the laws of Missouri. This company owns and operates a union freight depot and facilities, machine shops, and terminal station in the city of St. Joseph. There has been issued of its capital stock $300,000, one-half of which is owned by the St. Joseph and St. Louis Railroad Company, $125,000 by the St. Joseph and Grand Island Railroad Company, and $25,000 by the Union Pacific Railway Company. This terminal company has also issued $350,000 of its first-mortgage bonds, dated August 1, 1888, due August 1, 1918, at 5 per cent, to the Boston Safe Deposit and Trust Company, trustee. The stock owned by the Union Pacific Railway Company is held by the trustees under the trust indenture of September 4, 1891.

The St. Joseph Union Depot Company, incorporated under the laws of Missouri. This company owns and operates a passenger depot and terminal plant at St. Joseph. It has issued capital stock to the amount of $9,000, in which the St. Joseph and Grand Island Company has a one-ninth interest. This company has also issued $110,000 of its first-mortgage bonds, dated January 1, 1881, due January 1, 1906, interest at 6 per cent. These bonds are outstanding.

The Tacoma and Lake City Railroad and Navigation Company, incorporated under the laws of Washington. This company owns and operates a line of railroad from Tacoma to Lake City, 11·1 miles.

The Tintic Iron Company, incorporated under the laws of Utah, and engaged in the business of mining therein.

The Union Depot and Railroad Company of Denver, incorporated under the laws of the State of Colorado. This company owns and operates a union depot and terminal plant in the said city of Denver. It was organized and is maintained in the interest of the Union Pacific Railway Company, the Union Pacific, Denver and Gulf Railway Company, and the Denver and Rio Grande Railway Company. Its capital stock is $400,000. This company issued its first-mortgage bonds in the sum of $300,000, dated February 20, 1880, due September 1, 1899, 7 per cent, to George W. Clayton and David C. Dodge, trustees. Of the capital stock the Union Pacific Railway Company owns $240,000 and the Union Pacific, Denver and Gulf Railway Company $80,000.

The Union Depot Company of Kansas City, Mo., incorporated under the laws of Missouri. This company owns and operates a union depot and terminal plant at the city of Kansas City. It has issued capital stock to the amount of $240,000; it has also issued its first-mortgage bonds in sum of $109,000, dated July 2, 1887, due July 1, 1899, at 8 per cent, to George H. Nettleton, G. W. Weld, and C. F. Adams, jr., trustees. Of the capital stock the Union Pacific Railway Company owns $21,000, which is held by the trustees under the trust indenture of September 4, 1891.

The Union Depot Company of Spokane Falls, incorporated under the laws of Washington. This company owns and operates a union depot and terminal plant at Spokane Falls, in said State of Washington. This company has issued capital stock in the sum of $5,000; it has also issued its first-mortgage gold bonds in the sum of

100,000, dated October 1, 1889, due July 1, 1919, at 5 per cent, to the American can and Trust Company of Boston, trustee. Of the capital stock issued one-half owned by the Seattle, Lake Shore and Eastern Railroad Company and one-half r the Washington and Idaho Railroad Company; the ownership of which said ock by the Washington and Idaho Railroad Company places the one-half interest this terminal property under the leases and agreements of the Oregon Railway d Navigation Company to and with the Oregon Short Line and Utah Northern ilway Company, hereinbefore referred to.

The Union Elevator Company, incorporated under the laws of Iowa and owning elevator plant in the city of Council Bluffs, in said State. This company has issued capital stock in the sum of $280,000. It was organized and is owned for the equal nt benefit of the Chicago, Burlington and Quincy Railroad Company, the Chicago, lwaukee and St. Paul Railway Company, the Wabash Railroad Company, the Chi-go, Rock Island and Pacific Railway Company, the Chicago and Northwestern ilway Company, and the Union Pacific Railway Company.

The Union Elevator Company of Omaha, incorporated under the laws of Nebraska. e capital stock of this company is $135,000, of which the Union Pacific Railway mpany owns $81,000, which said stock secured by the Union Pacific Company is ld by the trustees under the trust indenture of September 4, 1891.

The Union Land Company, incorporated under the laws of Nebraska and engaged general land business.

The Utah Lime and Cement Company, incorporated under the laws of Utah and gaged in business in the said Territory. This company has issued its capital stock the sum of $150,000, of which the Oregon Short Line and Utah Northern Railway mpany owns $25,000.

The Union Pacific Coal Company, incorporated under the laws of the State of Wyo-ing, engaged in a general coal-mining and sales business in said State and other ates adjacent thereto. The authorized capital stock of this company is $20,000,000, d it has issued of its stock $5,000,000. It has also issued its first-mortgage bonds in e sum of $5,000,000, dated May 1, 1891, due May 1, 1921, at 5 per cent, to the Union rust Company of New York, trustee. The Union Pacific Railway Company is the rner of $4,437,000 of the capital stock of said company and of $4,438,000 of the said st-mortgage bonds of said company, which said stock and said bonds were received payment and satisfaction for coal lands and properties conveyed by the said Union cific Railway Company to said Union Pacific Coal Company. All of said stock d bonds are now held by the trustees under the trust indenture of September 4, 91. The Union Pacific Railway Company also holds as collateral $512,000 of the id first-mortgage bonds and $562,000 of the said capital stock of said Union Pacific al Company, all of which has been by it placed under the said trust indenture of ptember 4, 1891; authority so to place said stock and bonds under the said trust denture of September 4, 1891, having been duly given to said Union Pacific Rail-y Company by the owners of the said stock and bonds.

The Willamette Transportation and Locks Company, a corporation of the State of gon, doing business in said State.

The Wood River Improvement Company, incorporated under the laws of Nebraska the purpose of railway construction and land operations. This company has ued its capital stock in the sum of $400,000, of which the Union Pacific Railway npany owns $356,500, of which $100,000 are held by the trustees under the trust enture of September 4, 1891.

hat all of said lines of railroads, telegraph lines, and property above or herein cribed or referred to, including the lines of railroad and properties of each of defendants, have been and are now being operated by or for or in the interest he defendant The Union Pacific Railway Company as a unit, forming one vast way and water system known as the Union Pacific system, the maintenance of ry part of which is essential to the profitable operation of the remainder; and t it is engaged in the transportation of freight and passengers and in carrying troops, mails, and property of the United States over the said lines of railroad l in performing all the duties of a common carrier.

ifth. Your orators further allege that in addition to the foregoing railways and er properties, and among the most important assets of the said defendant, are ge tracts of land situate in each of the States of Iowa, Nebraska, Missouri, Kan-, Colorado, Wyoming, Montana, Idaho, Washington, and Oregon, and in the Ter-ory of Utah, which became the property of the defendant The Union Pacific Rail-y Company, by virtue of said acts of the Congress of the United States or by ants from municipalities and individuals to the said defendant from time to time. at said lands so granted to the defendant or to its predecessors in title by Con-ess amounted to several millions of acres, of which the defendant has sold a large ortion, and is now seized and possessed of the remainder, certain of which granted ands are subject to the liens of certain of the mortgages hereinafter mentioned, nd all of which are subject to the liens of certain other of said mortgages, as here-

inafter stated; and the titles of the lands so as aforesaid granted to the said defendant by municipalities and individuals are vested in individuals and corporations, who hold the same in trust for the said Union Pacific Railway Company.

Your orators further allege that the defendant The Union Pacific Railway Company has a capital stock, divided into shares of $100 each, now outstanding, consisting of $60,868,500 of stock.

Sixth. Your orators show that on the 26th of April, 1893, the said Union Pacific Railway Company presented to its stockholders at its annual meeting held on said day a statement of the funded or bonded debt of said company, which said statement showed that said company on December 31, 1892, had outstanding bonds and notes to the amount of $97,682,735, of which $85,492,735 were afloat and in the hands of the public at that date. A copy of said statement is annexed to this bill of complaint as part thereof and marked Exhibit A. Your orators aver that at the date of the filing of this bill the funded or bonded debt of the said company, as shown in said Exhibit A, remains substantially the same as on the 31st day of December, 1892; and your orators aver on information that said statement is substantially correct, but the same does not include the subsidy indebtedness of the company to the United States.

The United States, under the acts of Congress hereinbefore mentioned, issued bonds to the Union Pacific Railroad Company for $27,236,513; to the Kansas Pacific Railway Company to the amount of $6,303,000; which indebtedness will mature in installments as follows:

November 1, 1895	$640,000
January 1, 1896	1,440,000
February 1, 1896	4,320,000
January 1, 1897	6,440,000
January 1, 1898	17,342,512
January 1, 1899	3,157,000
Total	33,539,512

There will be due at said times to the United States the balance of accrued interest on said subsidy bonds, amounting to a large sum of money, less transportation services and payments on account, which balance amounting now to about $18,000,000 in addition to the principal, may be increased very considerably by the time said subsidy debt falls due.

Your orators aver that the said report presented by the directors to the stockholders at the annual meeting on April 26, 1893, stated the liabilities, including capital stock and surplus on December 31, 1892, of the Union Pacific Railway Company, as follows:

Capital stock		$60,868,500.00
Funded debt		85,492,185.00
U. S. 6 per cent currency bonds		33,539,512.00
Interest on United States bonds, balance of, sinking fund deducted		17,784,764.48
Interest accrued not yet due		877,799.27
Bonds and stocks owned by auxiliary companies held by this company as collateral (see assets)		7,542,345.98
Income accounts:		
General income	$12,356,838.24	
Income used for sinking funds	7,761,448.31	
Land and trust income	24,575,917.27	
	44,694,203.82	
Less deficits of United States requirements and accumulations of the sinking fund as compared with accrued interest on United States bonds February 1, 1880, to date	5,368,268.63	
		39,325,935.19
		245,431,041.92

Your orators allege that the funded debt of the said company, aside from said subsidy debt, is secured by mortgages or instruments referred to in Exhibit A, which said exhibit shows the names of the trustees, the date when the interest is payable, and the amount of bonds outstanding and in the hands of the public, which amount, on the 31st day of December, 1892, was $85,492,185, not including the said subsidy debt to the Government and interest accrued thereon.

Referring to said Exhibit A and to the indentures and instruments therein mentioned, your orators say that the said first mortgage of the Union Pacific Railroad

mes and Dexter as trustees, therein mentioned, is dated November 1,
es bonds of the Union Pacific Railroad Company, secured by mort-
int on the western boundary of the State of Iowa, heretofore fixed by
of the United States, pursuant to the terms of the provisions of the
ngress, to wit: From said city of Omaha in the former Territory, now
ska, to Ogden, together with all its lands, tenements, hereditaments,
and easements acquired or procured for right of way and telegraph
epots, engine houses, car houses, station houses, warehouses, machine
uctures, erections, and fixtures; also, all and singular the franchise
d, or acquired by the said Union Pacific Railroad Company for the
lding and operating said railroad and telegraph, and also all the rails,
ngine houses, car houses, station houses, warehouses, machine shops,
l fixtures of said railroad company, and also all goods and chattels
after to be owned or acquired by said company necessary to said rail-
aph line, or to the running and operating of the same. Said mortgage
1896 to 1899. The total amount of outstanding bonds secured thereby

fund mortgage to the Union Trust Company, mentioned in said Exhibit
e 18th day of December, 1873. The bonds issued and outstanding
December 31, 1892, were $5,176,000; the principal thereof, together with
of interest, matured on the 1st day of September, 1893.
aver that an instrument providing for an extension of certain of said
nder said sinking fund mortgage was executed by the Union Pacific
any, wherein and whereby it was provided that such of the holders
ds, as desired, might have the time of final payment extended for
m of six years from the said first day of September, 1893, and interest
duly prepared and executed by the said Union Pacific Railway Com-
essor by consolidation of the said Union Pacific Railroad Company,
ligors named in said bonds, said interest coupons being at the rate of
yable semiannually in gold coin of the United States. By the terms
ire of mortgage securing the said debt the same is a lien upon the
ate, and interest of the Union Pacific Railroad Company in and to
the said company and its appurtenances mentioned in the said inden-
ge, together with all the lands, tenements, hereditaments, and rights of
l railroad company, superstructures, all fixtures, and all and singular
ted to the Union Pacific Railroad by the said act of Congress of July
amendments, and also the goods and chattels owned or to be acquired
ion Pacific Railroad Company, or convenient to the said railroad or
or used or employed in connection therewith.
bridge bonds mentioned in said Exhibit A are secured by a trust
Morgan, Ames & Atkins, which indenture is dated the 27th of Septem-
the principal thereof will fall due on the 1st day of April, 1896. The
Railway Company subsequently, and on the 1st day of October, 1885,
e Central Trust Company an indenture mortgaging the said bridge to
aha bridge renewal bonds mentioned in Exhibit A, of which there
ing on the 31st of December, 1892, $889,000.
al trust 6 per cent indenture to the Union Trust Company of New
ed in Exhibit A, is dated the 1st day of July, 1879. The number of
bonds outstanding on December 31st, 1892, and secured thereby is
e property mortgaged and pledged in said collateral indenture to
d bonds of the Union Pacific Railroad Company consists of certain
the Union Pacific Company owns of the Colorado Central Railroad
one of the constituents of the Union Pacific, Denver and Gulf Rail-
; also certain bonds of the Omaha and Republican Valley Railroad
one of the constituents of the aforesaid mentioned Omaha and
lley Railway Company; also certain mortgage bonds owned by the
Company of the Utah and Northern Railway Company, said last-men-
y being one of the constituent companies of the said Oregon Short
Northern Railroad Company consolidated as above mentioned. Said
t indenture provides, in substance, that whenever the Union Pacific
nterest thereon are not paid that the trustees may sell the underlying
rtisement in one or more newspapers published in the cities of Boston

Division bonds, being bonds of the Kansas Pacific Railway Company,
said Exhibit A, are secured by a mortgage dated the 1st day of August,
M. Alexander, now the surviving trustee, and is a first lien on the
rly of the Kansas Pacific Railroad Company from its initial point at
the State of Kansas, for 140 miles, but does not cover the land grant.
wo hundred and forty thousand dollars are unpaid and outstanding
indenture.

The Middle Division bonds mentioned in said Exhibit A are secured by a mortgage dated the 1st day of June, 1866, Adolphus Meyer being now the surviving trustee. This mortgage covers the railroad formerly belonging to the Kansas Pacific from the 140-mile post to a point west of the one hundredth meridian, to which the grant of bonds of the United States extends by virtue of the acts of Congress in that behalf, which your orators aver, on information and belief, to be about 394 miles from the initial point. This mortgage does not cover the land grant. There were on December 31, 1892, and now are, $4,063,000 of outstanding bonds secured by the said mortgage.

The Denver Extension bonds mentioned in said Exhibit A are secured by a mortgage indenture to Stewart, Endicott, and Rutten, present trustees, which mortgage indenture is dated the 20th of June, 1869. This indenture covers the railroad which was owned by the Kansas Pacific Company, from the Missouri River to Denver, together with that company's right, title, and interest in 3,000,000 acres of land, to which under the acts of Congress it became entitled. It recites that it is a first lien on 236 miles of road and about 3,000,000 acres of land, and a lien upon the remaining 477 miles of railroad, subject to prior liens and to the subsidy obligations to the United States Government. Your orators allege that there are outstanding bonds secured by the said mortgage to the amount of $5,887,000. Six hundred thousand dollars of the Leavenworth Branch bonds are also outstanding, as stated in said Exhibit A.

The consolidated mortgage bonds mentioned in said Exhibit A are secured by an indenture, dated the 1st day of May, 1879, executed by the Kansas Pacific Railway Company to Jay Gould and Russell Sage as trustees. Jay Gould having subsequently died, George J. Gould duly became the successor trustee. This mortgage covers the entire railroad of the Kansas Pacific from its initial point to the city of Denver. It also covers and embraces all the lands granted by the acts of Congress to aid in the construction of the Kansas Pacific Railway Company. It also covers various stocks and bonds of other and connecting railway companies mentioned and specified in a schedule annexed to the said indenture. The interest on said mortgage is payable semiannually in May and November. On the 31st day of December, 1892, there were, and still are, outstanding bonds secured by the said mortgage amounting in the aggregate to $11,720,000.

The Cheyenne Branch bonds mentioned in the said Exhibit A, secured by mortgage to Gould and Sage, trustees, is a mortgage which was executed by the Denver Pacific Railroad and Telegraph Company, dated the 10th day of August, 1869, said mortgagor company being one of the companies which formed, by the union and consolidation of January 24, 1880, the Union Pacific Railway Company. Gould and Sage, as trustees under the Kansas Pacific consolidated mortgage of May 1, 1879, for the security of the bondholders of said last-mentioned mortgage, own and hold $971,000 of the bonds executed by the Denver Pacific Railroad and Telegraph Company secured by the said indenture, dated August 10, 1869.

The trust 5 per cent bonds mentioned in Exhibit A, under which the New England Trust Company, of Boston, is trustee, are secured by an indenture executed by the Union Pacific Railway Company to said trust company, trustee, dated April 2, 1883. The Union Pacific Railway Company issued, and there are outstanding, secured by the said indenture the bonds of the Union Pacific Railway Company to the amount of $4,790,000. These bonds are secured by a pledge to the said trustee of bonds of the said Colorado Central Railroad Company, bonds of the Omaha and Republican Valley Railroad Company, bonds of the Omaha and Republican Valley Railway Company, bonds of the Utah Southern Railroad Extension Company, and bonds of the Utah and Northern Railway Company, with provision in case of default the same as in the collateral trust indenture before mentioned, with power in case of default on the part of the Union Pacific Railway Company in the trustee to sell at auction the collaterals thus pledged.

The collateral trust 4 and 4½ per cent bonds to the New England Trust Company, trustee mentioned in said Exhibit A, is a like collateral trust instrument to the one just above described. It is dated the 1st day of August, 1889, and is secured by a pledge of bonds owned by the Union Pacific Railway Company of the Denver, Leadville and Gunnison Railway Company. There have been issued, and are outstanding under the said indenture, $2,037,000 of bonds, all of which are held by the public, except $237,000 owned by the Union Pacific Railway Company, and pledged in the said trust indenture of September 4, 1891, as part security for the collateral trust 6 per cent notes.

The equipment trust bonds, series A, B, and C, mentioned in the said Exhibit A, are outstanding, as therein shown. These indentures cover a very important and essential part of the equipment used on the entire system of the said road, and the provisions of the said indentures are such that, if default be made in the payment of the obligations of the railway company thereon, its right to enjoy the said equipment ceases or is forfeited. Such equipment is essential to continuing the business of the company.

The collateral trust 6 per cent notes secured by a trust indenture to Drexel, Morgan & Co., mentioned in said Exhibit A, is the said trust indenture of September 4, 1891, hereinbefore mentioned. The said trust indenture was executed by the Union Pacific Railway Company to Drexel, Morgan & Co., of the city of New York, as trustees, to secure certain promissory notes of the railway company therein mentioned. The amount of such notes outstanding under this indenture on December 31, 1892, was the sum of $15,793,000 or thereabouts. Said notes are dated August 1, 1891, and are payable three years after the date thereof, to wit, August 1, 1894, with interest semiannually payable February and August. The company, in and by the said indenture, pledged certain bonds and stocks as security for the said notes. A schedule of the said bonds and stock thus pledged is hereto annexed, marked "Exhibit B," the same being a transcript of Schedule A of the said trust indenture to Drexel, Morgan & Co. It is by virtue of these bonds and stocks that the Union Pacific Railway Company largely controls the great branch systems of railroads tributary to its main properties, and it is vitally essential to every interest of the said railway and its creditors that the said bonds and stocks, or a controlling portion thereof, shall be and remain the property of the Union Pacific Railway Company.

By the trust of the said indenture of September 4, 1891, the Union Pacific Railway Company is the owner of said bonds and stocks now remaining in the said trust, and when the said debt secured by the said indenture, shall have been paid will become the unencumbered owner thereof, and while not in default, it is, by the provisions of said indenture, entitled to vote on the said shares at all corporate elections, and is thereby enabled to control the corporate organizations of the said company's auxiliary or connecting lines in the same manner as if the said pledge had not been made. All of the said notes will become due August 1, 1894. No other provision than such as exists in the said indenture has been made by the said company for the payment of said notes when they become due. By the provisions of said trust indenture, in case of default, the trustees are authorized to advertise and sell the underlying securities.

In addition to funded and other obligations hereinbefore mentioned, or in said Exhibit A, the Union Pacific Railway Company is liable as indorser or guarantor, on the bonds, or the interest thereon, or the obligations, of the Omaha and Republican Valley Railway Company; Oregon Short Line and Utah Northern Railway Company; Oregon Railway and Navigation Company; St. Joseph and Grand Island Railroad Company; and Kansas City and Omaha Railroad Company; Union Pacific, Denver and Gulf Railway Company; Union Pacific, Lincoln and Colorado Railway Company, and other companies, and that the same will amount in the aggregate to many millions of dollars, the details whereof are unknown to your orators.

In addition to which the said Union Pacific Railway Company is also obligated, as guarantor or by contract provisions, to make good the deficit in the revenues of several of its companies, constituting the said Union Pacific system from year to year, and your orators are informed and believe that the obligations so assumed and outstanding will require the said Union Pacific Company to pay a large sum of money for the year 1893, and an annual sum for each of the years following, the precise amount of which will depend upon the character of the business and the conditions of the country from time to time.

In addition to which your orators aver that the Union Pacific Railway Company and the companies constituting its system are liable for a very large sum of money by way of rentals of roads, which rentals, if not paid, will result in a forfeiture of the constitute part of the Union Pacific system, which leases and dismemberment of the system, and largely impair the value of the Union Pacific property and of its bonds and stock, as well, also, as the value of each of the companies embraced in said system, and the several issues of stock and bonds of each of the same.

Seventh. Your orators allege, on information and belief, that the defendant is indebted for labor and material due and unpaid on the 1st day of October, 1893, amounting to the sum of $1,500,000, or thereabouts, on which, if not paid or provided for, the said company is liable to innumerable suits, attachments, and judgments; that the gross earnings of the Union Pacific Railway system, from the operation thereof and from other property, for the business year ending December 31, 1892, amounted to the sum of $45,025,176.40, and the revenue from other sources to $1,548-118.99, making a total of $46,573,295.39; that its operating and transportation expenses, rentals, interest, sinking fund, and other charges paid during the same year amounted to $44,503,538.35, leaving a surplus for said year of $2,069,757.04.

Eighth. Your orators further show that it appears from the report of the said Union Pacific Railway Company that from January 1 to July 1, 1893, there was a falling off in the gross revenues of the company for said six months, as compared with the first six months of the preceding year, of $863,733.38, and a falling off of the net revenues of the company for the same period of time of $839,059.66.

Your orators further show, upon information and belief, that for the months of July and August, 1893, there was a further falling off in the gross revenues of the

said system as compared with the same months of the preceding year of about the sum of $2,000,000, and a falling off in the net revenues for the said two months as compared with the same two months of the preceding year of about $1,400,000.

Your orators further aver, on information and belief, that there has been a further falling off in the gross revenues of said system for the month of September, 1893, in about the sum of $1,500,000, as compared with the month of September of the preceding year. Your orators further aver that the foregoing information upon which the said last two allegations are made has been received by them from the officers of the said Union Pacific Railway Company familiar with its affairs, and especially familiar with the result of the operations of said system during the months aforesaid. Your orators further aver that, as appears from a statement made by the financial and accounting officers of the said Union Pacific Railway Company and of the said Union Pacific system, covering the operations of said system for the eight months ending August 31, 1893, there has been a falling off in gross revenues of said system for the said eight months, as compared with the same months of the preceding year, of about $3,154,000, and a falling off in net revenues of the said system for the same eight months, as compared with the same period of the preceding year, of about the sum of $2,588,000; the said statement being in the words and figures following, to wit:

THE UNION PACIFIC SYSTEM.

(8,166 miles of railway, and including also the water lines of the Oregon Railway and Navigation Company.)

Approximate result of the financial operations of the entire system for the eight months ending August 31, 1893, in comparison with the same months in 1892.

	1893.	1892.	Increase.	Decrease.
INCOME.				
Earnings	*$24,649,706.58	$27,803,713.70		$3,154,007.12
Operating expenses, including taxes	*17,631,163.53	18,197,371.38		566,207.85
Surplus earnings, taxes not deducted	*7,018,543.05	9,606,342.32		2,587,799.27
Income from investments outside of the system	432,210.62	439,202.72		6,992.10
Interest due March 1, 1892, on sinking-fund mortgage 8 per cent bonds, repayable by the trustees		99,920.00		99,920.00
Proceeds miscellaneous land sales	8,769.25	13,895.79		5,126.54
Montana Union Railway Co. (rental, one-half of)	32,608.16	32,608.16		
Total income	7,492,131.08	10,191,968.99		2,699,837.91
EXPENDITURES.				
Taxes	1,090,553.35	1,098,443.09		7,889.74
Interest on bonds and trust notes	7,229,333.33	7,164,160.00	65,173.33	
Discount and interest	†48,195.48	†28,048.57		20,146.91
United States requirements	710,000.00	775,000.00		65,000.00
Sinking fund requirements of companies in the system	568,272.50	813,420.84		245,148.34
Dividend on Oregon Rwy. and Navigation Co. stock afloat	299,355.00	298,342.00	1,013.00	
Loss in operation of the Oregon Rwy. and Navigation Co. water lines	‡70,000.00	62,239.97	7,760.03	
Northern Pacific Terminal Co., interest	78,880.00	78,880.00		
Discount on bonds sold, premiums, etc	3,824.42	1,668.75	2,155.67	
Land expenses, Union Division	34,443.91	54,774.63		20,330.72
Land taxes, Union Division	†5,615.13	7,918.15		13,533.28
Profit and loss	981.34	11,066.78		10,085.44
Total expenditures	10,031,833.25	10,337,865.64		306,032.39
Balance of income, deficit	2,539,702.17	145,896.65	2,393,805.52	

* August, 1893, estimated. † Credit. ‡ August, 1893, estimated at $6,000 loss.

Your orators further aver, on information and belief, that the stagnation of business in the territory through and into which the said system extends and the financial depression now prevailing throughout the country indicate, and your orators charge the fact to be, that there will be a still further falling off in gross and net

venues of said company for the remaining months of the year 1893, as compared ith the same months of the preceding year.

Wherefore your orators allege that for the year 1893 the business of the said sys- m will show that the gross earnings and income of the said company will fail to et its expenses and charges by the sum of at least $3,000,000; that the said falling in the earnings of the said system is occasioned in part by the decrease in immi- ation, in part by the depression in business and the extraordinary stringency of e money markets, amounting to a financial panic, and other causes well known to e public.

And your orators aver, upon information and belief, that the said defendant, the ion Pacific Railway Company, is not now and will not hereafter during the said ar 1893 be able to earn, either upon its own lines of railway or upon the said sys- n, or either or both, its operating expenses and fixed charges, and that the said fendant is insolvent—that is to say, it can not pay or meet its indebtedness and ibilities as they fall due or accrue in the usual and ordinary course of business.

Ninth. That the said bonds secured by the various mortgages made by the defend- it the Union Pacific Railway Company and the said several branch roads and con- cting companies are each capable of separate default, and said mortgage and uipment contracts of separate foreclosure on some part of said railway system or equipment; and your orators aver that a separate foreclosure of any one of said ortgages or liens would be disastrous to the entire system.

That the bonds issued under the said mortgages are held by different individuals d corporations both in the United States of America and Europe; that there is ly a partial record, to wit, of registered bonds kept by the defendants, so that it ould be impossible for the defendants or your orators to name the persons owning id bonds.

Your orators further show that interest and sinking-fund charges have matured uring the said month of September on the bonds outstanding of the said Union cific Railway Company, and of the said several railway corporations composing its id system to the amount of more than $1,000,000, a portion of which is unpaid, and uring the month of October, 1893, interest and sinking-fund charges will mature to amount of about $750,000, and during the month of November interest and sinking- nd charges will mature in the amount of about $850,000, and during the month of ecember, 1893, interest and sinking-fund charges will mature in the sum of about ,000,000, and during the month of January, 1894, interest and sinking-fund charges ill mature in the sum of more than $1,000,000, and thereafter from month to month e interest and sinking-fund charges will mature at the rate of about $1,000,000 per onth.

Your orators further aver, on information and belief, that neither the said Union acific Railway Company nor any of the said railroad corporations composing the id Union Pacific system, will or can have sufficient funds or assets with which to y the said interest and sinking-fund charges so maturing from month to month on ll or any of said obligations at the several dates when such interest and sinking- nd charges are due and payable; and the said Union Pacific Railway Company nd each of the said several railway companies constituting part of the Union Pacific' ystem will necessarily default in the payment of such interest and sinking-fund harges maturing during the said remaining months of the present year, and thereby e holders of the bonds and obligations of the said several companies will have the ght to commence a multitude of actions against the said Union Pacific Railway ompany and the said several other defendant railway corporations to recover the id several sums of money due on their bonds and obligations, and thereby a mul- plicity of suits will be commenced against each of the said defendants, and their roperties, both real and personal, will be seized upon to satisfy the said debts and emands; the various mortgages securing the said bonds and obligations will become efaulted and subject to foreclosure proceedings, and the said Union Pacific system ill be dismembered and the said several corporate roads and properties deprived of heir just and fair value as parts of the said system, and the properties, assets, and ecurities of the said several companies will be greatly lessened, depreciated, and issipated, to the manifest and irreparable injury of the public, the Government of he United States, and the company's creditors and shareholders.

Tenth. Your orators further aver that the owned, controlled, and operated lines f railroad, and the lands and terminal properties, of the defendant, the Union acific Railway Company, lie in many different States and Territories, and are sub- ect to the jurisdiction of the courts in each of the counties in each of said States nd Territories in which the property of the said defendant railway company is ituated.

That the said railroads and properties as now held and controlled or operated as art of the said system by or for the last-named defendant, as aforesaid, form impor- ant trunk lines, which constitute one of the most important ingredients of their alue, and that their severance would result in a ruinous sacrifice to every interest

in the property, including the rights and interests of your orators; and that unless this court, in view of the default and of the impending and inevitable defaults, as aforesaid, will deal with the property as a single trust fund, and take it into judicial custody for the protection of every interest therein, individual creditors will assert their remedies in different courts in said several States and Territories; that a race of diligence will result and judgments and priorities will be attempted: that levies and attachments will be laid upon engines and cars of each of the said several defendants, which will greatly interfere with and ultimately prevent the said defendants from the proper discharge of their duties as public carriers; that the transportation of the United States mails and property will be stopped; that the said Union Pacific Railway Company will be unable to fulfill its charter duties to the Government of the United States and to connecting railroads; that commerce between the several States will be interfered with; that communication between many cities, towns, and places which are wholly dependent upon said railroads will be interrupted; that serious and irreparable injury to their trade and commerce and their general prosperity will result; that divers of the lessors of the railroads now operated by the said defendants, as aforesaid, will enforce the reentry covenants of their leases; that a continued default of the mortgage debts will, by the terms of the various mortgages, produce the immediate maturity of all the bonds secured by said mortgages; that a vast and unnecessary multiplicity of suits will result, and a most important and valuable property will be dismembered by the clashing decrees of many courts at the suits of separate creditors. Your orators aver that said system may be protected and preserved as a valuable single property by adequate judicial intervention and action, and the sums due and to become due to the said defendant's bondholders and creditors secured and ultimately paid in full; but your orators aver that unless such a course is pursued, to wit, the taking of the property into judicial custody, said property will be dismantled, dissipated, and dismembered, and vast sums of money will be lost to the various creditors and stockholders of said defendant companies, and the public interests seriously affected. And your orators aver that the unity of the property and its integrity as a whole, as now held and operated, constitute the most important elements of its value, and that to permit its severance will result in ruinous sacrifice of every interest in said property.

Eleventh. That by said acts of Congress there was granted to the said defendant the Union Pacific Railway Company, its successors and assigns, for the purpose of aiding in the construction of its said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores over the route of said line of railway, every alternate section of public land, not mineral, designated by odd numbers to the amount of ten alternate sections per mile on each side of said railroad line not reserved, sold, granted, or otherwise appropriated and free from preemption or other claims or rights at the time the line of said railroad should be definitely fixed.

That the lands so granted lie in the States of Nebraska, Wyoming, Kansas, Colorado, and the Territory of Utah.

That one of the reasons which influenced the said Union Pacific Railway Company to construct or acquire many of the branch and connecting roads hereinbefore described was to bring into the market large and fertile tracts of said lands lying at distances more or less remote from its main lines.

That the lands sold by the said defendant have been sold at low prices; the policy of the defendant in fixing such low prices on said lands being to attract purchasers, in order that the country tributary to its lines of railroad might become settled and its business thereby increased.

That the policy pursued by the said defendant in the sale of its lands has resulted in the building of many cities and towns and in establishing innumerable farms and manufacturing and other industries along its main line and branches, and in the creation of a great commerce between the States and Territories through and into which the several lines composing the Union Pacific system run, and between those States and the other States of the United States and Europe and Asia, from which a large and profitable traffic has grown up over the defendant's railway system.

That the object sought to be accomplished by the said defendant in offering its lands for sale to settlers at the low prices hereinbefore stated, namely, the settlement of the country tributary to its railroad and the consequent creation of a large and profitable traffic over its railway system, having been accomplished, the time has arrived when the said defendant can wisely adopt a policy of holding its remaining lands for higher prices; and your orators allege that, if the said defendant's said railway system, and the lands so remaining to it, can be taken into judicial custody and preserved and managed as a unit, said remaining lands can be sold from time to time for prices equal to their constantly increasing value, and the proceeds that will be received from such sales, together with the earnings of the said defendant's railway system, will be more than sufficient to pay and discharge all the defendant's obligations to its creditors and preserve for its stockholders said railway system

ed from debt. If said lands be not taken into judicial custody by the appointnt of receivers authorized and empowered to preserve the same and said railway a unit, said lands will be sold under decrees and executions at the suits of lienders or others at prices far less than their value, and will not realize, together h said railway system, a sum anything like sufficient to pay the bonds now outnding under the several mortgages made by the defendant as aforesaid.

Your orators allege that said lands are worth a sum so far in excess of any sum it can be paid by any individuals who would be likely to purchase the same at a blic judicial sale, your orators allege that to allow said lands to be sold in such a nner would be to sacrifice the same, and would entail great and irreparable loss on the stockholders, bondholders, and creditors of the defendant.

That part of the assets and property of the said Union Pacific Railway Company ocated in the State of Nebraska, in the district embraced within the jurisdiction the circuit court of the United States for the eighth circuit and district of braska.

Twelfth. Your orators state that the aforementioned grant of lands and subsidy nds of the United States to the Union Pacific Railroad Company, and branches nstituting the system of Pacific railroads, was declared by section 6, of the said of Congress of July 1, 1862, to be made "upon condition that the said company all pay said bonds at maturity, and shall keep said railroad and telegraph line in air and use, and shall at all times transmit dispatches by said telegraph line, and nsport mails, troops, and munitions of war, and public stores, upon said company's lroad for the Government, whenever required to do so by any department thereof, d that the Government shall at all times have the preference in the use of the same all the purposes aforesaid (at fair and reasonable rates of compensation, not to exceed e amounts paid by private parties for the same kind of service); and all compenion for services rendered for the Government shall be applied to the payment of id bonds and interest until the whole amount is fully paid."

By the act of Congress approved March 3, 1873, relating to the said Union Pacific ilroad Company, it was, in order effectually to secure the rights of the United ates in respect of the said road and its continued and uninterrupted operation and e, among other things, enacted as follows: "The laws of the United States proding for proceedings in bankruptcy shall not be held to apply to the said corpotion."

And your orators show that the Supreme Court of the United States, in considerg the relations of the Union Pacific Company to the Government of the United ates, has adjudged that the said company and all of its branches mentioned and scribed in the said acts of Congress constitutes public and governmental agencies the United States for the purpose of securing to the United States, at all times, e operation and use of the said road for the purposes specified in the acts of Conress in that behalf, which purposes would be defeated if the rolling stock and roperty of the said railroads were seized and sold under attachments, levies, and ecutions, and the interest of the United States, as well as all of the other crediors of the company, would be thereby irreparably injured and destroyed.

Thirteenth. And your orators further allege that the matters in controversy erein exceed the sum of $5,000, exclusive of interest and costs.

And your orators allege that this is a suit arising under the Constitution and laws f the United States, and especially under and by virtue of the several acts of Conress herein before referred to.

Wherefore, and forasmuch as your orators are remediless in the premises at and the strict rules of the common law, and can have relief only in a court of equity, here matters of this nature are properly cognizable and reviewable, they file this ll of complaint in behalf of themselves and all others in like relations to the said operty, and pray, the premises considered:

I. That your honors may grant unto your orators a writ of subpœna directed to defendants, the Union Pacific Company; the Atchison, Colorado and Pacific ilway Company; the Atchison, Jewell County and Western Railroad Company; Boulder Valley and Central City Wagon Road Company; the Bozeman Coal mpany; the Calloway Improvement Company; the Carbon Cut-Off Railway Comny; the Central Branch Union Pacific Railroad Company; the Denver, Leadville Gunnison Railway Company; the Green River Waterworks Company; the Junction City and Fort Kearney Railway Company; the Kansas Central Railroad Comny; the Kansas City and Omaha Railroad Company; the Kearney and Black Hills ilway Company; the Laramie, North Park and Pacific Railroad and Telegraph mpany; the Lawrence and Emporia Railway Company; the Loveland Pass Min; and Railroad Tunnel Company; the Montana Railway Company; the Morrison one, Lime and Town Company; the Omaha and Republican Valley Railway Comny; the Oregon Railway and Navigation Company; the Oregon Short Line and ah Northern Railway Company; the St. Joseph and Grand Island Railroad Comny; the Salina and Southwestern Railway Company; the Solomon Railroad Comny; the Union Land Company; the Union Pacific, Denver and Gulf Railway Com-

pany; the Union Pacific, Lincoln and Colorado Railway Company; and the Union Pacific Coal Company, thereby commanding each of them, at a certain time and under a certain penalty therein to be named, personally to be and appear before this honorable court, then and there to answer all and singular the matters aforesaid but without oath, all answers under oath being hereby expressly waived according to the practice and under the rules of this court, and to stand and abide by and perform such order, direction, and decree as shall be made herein, and as to your honors shall seem equitable and just.

2. That the court will fully administer the trust fund in which your orators are interested, constituting the entire railroad system, lands, and assets of the said defendant corporation, the Union Pacific Railway Company, and will for such purpose marshal all its assets and ascertain the several respective liens and priorities existing upon each and every part of all the said system of railway and property and the amount due upon each and every part of such mortgages or other liens, and enforce and decree the rights, liens, and equities of each and all the stockholders and bondholders and creditors of the said defendants and of each of them, as the same may be finally ascertained and decreed by the court upon the respective interventions or applications of each and every of such stockholder, creditor, or lienor in and to not only said lines of railroad, appurtenances, equipments, lands, and property, but also to and upon each and every portion of the assets and property of each of the said corporations.

3. That, for the purpose of enforcing the liens and equities of the holders of the loans and of the floating debt of the said defendant, the Union Pacific Railway Company, and of the respective stockholders, bondholders, lien-holders, and general creditors of each of the said defendants and of each of the companies embraced in or operated as, a part of the said system, as well as to preserve the unity of said system as it has been for years maintained and operated, and preventing the disruption thereof by separate executions, attachments, and sequestrations, the occurrence of which will be unavoidable in view of the defaults already made and the inevitable defaults in interest and other payments which will soon occur, your orators pray that this court will forthwith appoint one or more receivers of the entire system of railroads held, controlled, leased, or operated by, or in the interest or for the benefit of, the said defendant, the Union Pacific Railway Company, and of all the equipments, material, machinery, supplies, moneys, accounts, choses in action, shares of stock, bonds, property, and assets of every description, and wheresoever situated, and of all said lands and land grants, leasehold, contractual rights, and property belonging to the said defendant, the Union Pacific Railway Company, as well also as all those belonging to each of the defendants herein, and those of each of the said several companies controlled, leased, or operated by, for, or in the interest of said Union Pacific Railway Company, as a part of, or in connection with, said system, with authority to manage and operate the same; and that each of the defendants and the officers, managers, superintendents, agents, and employés of each of the defendants be required forthwith to deliver up the possession of all and singular each and every part of the said property, over which the receivers shall be appointed, wherever situate; also all books of accounts, office vouchers, and papers in any way relating to the business or operation of said system of railways; and for an injunction restraining perpetually and during the pendency of this suit each of the defendants and every of the officers, directors, managers, superintendents, agents, and employés of each of the defendants, and all persons whomsoever, from interfering in any way whatever with the possession and control of the receivers over any part of said property.

4. And that your orators may have such other and further relief as to the court may seem proper, and as may be necessary to fully enforce the rights and equities of your orators and of all other creditors and stockholders of the defendant corporations.

——— ———

Solicitors for the Complainants.

——— ———

Of Counsel for the Complainants.

UNITED STATES OF AMERICA, *District of* ———, *ss.*

——— ———, being duly sworn, deposes and says that he is one of the complainants above named; that he has read the foregoing bill of complaint and knows the contents thereof, and that the same are true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and as to those matters he believes it to be true.

——— ———

Sworn to before me this —— day of ———, 1893.

——— ———

[SEAL.]

EXHIBIT A.—*The Union Pacific Railway Company funded debt, December 31, 1892.*

Class.	Trustees.	Interest payable.	December 31, 1892.		
			Issued and outstanding.	Owned by the company and held by trustees.	Afloat.
UNION PACIFIC R. R. CO.					
First-mortgage bonds	Frederick L. Ames and F. Gordon Dexter.	January and July	$27,229,000	.....	$27,229,000
Land-grant bonds	Union Trust Co. of New York.	.....	a 8,000	.....	a 8,000
Sinking-fund coupon bonds.	....do	March and September.	4,721,000	.....	4,721,000
Sinking-fund registered bonds.	....do	....do	455,000	.....	455,000
Omaha-bridge bonds	J. Pierpont Morgan. Frederick L. Ames, and Edwin F. Atkins.	April and October	732,000	b $4,000	728,000
Collateral trust 6 per cent bonds.	Union Trust Co. of New York.	January and July	3,775,000	.....	3,775,000
KANSAS PACIFIC RWY. CO.					
Eastern Division bonds.	H. M. Alexander	February and August.	2,240,000	.....	c 2,240,000
Middle Division bonds.	Adolphus Meier	June and December.	4,063,000	.....	c 4,063,000
Denver Extension bonds.	John A. Stewart, William Endicott, and August Rütten.	May and November.	5,887,000	.....	c 5,887,000
Leavenworth Branch bonds.	H. M. Alexander	....do	600,000	d 585,000	15,000
Consolidated-mortgage bonds.	Russell Sage and George J. Gould. e	....do	11,720,000	.....	f 11,720,000
Income bonds	American Loan and Trust Co., Boston.	March and September.	263,700	g 242,450	21,250
Income bonds (subordinated).	....do	....do	4,011,650	h 3,997,100	14,550
Cheyenne Branch bonds.	Russell Sage and George J. Gould. e	May and November.	975,000	i 971,000	4,000
Denver Extension coupon certificates.	.....	....do	385	.....	385
UNION PACIFIC R. R. CO.					
Trust 5 per cent bonds	New England Trust Co., Boston.	June and December.	4,790,000	.....	4,790,000
Trust 5 per cent bonds registered.	....do	....do	18,000	.....	18,000
Omaha-bridge renewal bonds.	Central Trust Co., New York.	April and October	889,000	j 300,000	589,000
Equipment Trust bonds, series A.	American Loan and Trust Co., Boston.	....do	358,000	.....	358,000
Equipment Trust bonds, series B.	....do	....do	1,263,000	.....	1,263,000
Equipment Trust bonds, series C.	....do	....do	671,000	b 671,000	.....
Kansas Division and collateral mortgage bonds.	Mercantile Trust Co., New York.	May and November.	5,000,000	b 5,000,000	.....
Collateral Trust 4½ per cent bonds.	New England Trust Co., Boston.	....do	2,037,000	b 237,000	1,800,000
Collateral Trust 6 per cent notes.	Drexel, Morgan & Co., New York.	February and August.	15,976,000	i 183,000	15,793,000
Total			97,682,735	12,190,550	85,492,185

a These bonds were due April 1, 1889, but have not yet been presented for redemption.

b Owned by the company, and held by the trustees under the trust indenture of September 4, 1891, as part security for the collateral trust 6 per cent notes.

c Of these amounts $304,000 in Eastern Division bonds, $347,000 in Middle Division bonds, and $1,631,000 in Denver Extension bonds, on which the Union Pacific Railway Company pays interest, are held as investments in the Kansas Pacific Denver Extension Sinking Fund.

d $562,000 of these bonds are held by the trustees under the Kansas Pacific consolidated mortgage, the balance, or $3,000, being owned by the company and in the hands of the treasurer.

e Appointed since the close of the year to fill the vacancy caused by the death of Jay Gould.

f The American Loan and Trust Company, trustee under the Kansas Pacific Further Security Sinking Fund, holds $116,000 of these bonds.

g $241,200 of these bonds are held by the trustees under the Kansas Pacific consolidated mortgage. The balance, or $1,250, are owned by the company and held by the trustees under the trust indenture of September 4, 1891, as part security for the collateral trust 6 per cent notes.

h $3,992,650 of these bonds are held by the trustees under the Kansas Pacific consolidated mortgage, the balance, or $4,450, being owned by the company and in the hands of the treasurer.

i Held by the trustees under the Kansas Pacific consolidated mortgage.

j These bonds are owned by the company, $145,000 being held by the trustees under the trust indenture of September 4, 1891, and $155,000 being in the hands of the treasurer.

EXHIBIT B.—*The same being Schedule A, annexed to and part of the trust i September 4, 1891.*

BONDS.

Union Pacific, Denver and Gulf Rwy. Co. first mortgage 5s	$8,
Oregon Short Line and Utah Northern Rwy. Co. consolidated 5s	3,
Oregon Short Line and Utah Northern Rwy. Co. consolidated-trust 5s	4,
Utah and Northern Rwy. Co. first-mortgage 7s	
Idaho Central Rwy. Co. first-mortgage 6s	
Utah Southern R. R. Co. first mortgage, due July 1, 1891, 7s	
Utah Southern R. R. extension first-mortgage 7s	
Union Pacific R. R. Co. Omaha bridge 8s	
Union Pacific Rwy. Co. Omaha bridge-renewal 5s	
Union Pacific Rwy. Co. Kansas division and consolidated mortgage 5s	5,
Union Pacific Rwy. Co. collateral-trust 4½s	
Colorado Central R. R. Co. first-mortgage 7s	1,
Colorado Central R. R. Co. first-mortgage 8s	
Kansas City and Omaha R. R. Co. first-mortgage 5s	1,
Kansas Central R. R. Co. first-mortgage 6s	1,
Loveland Pass Mining and R. R. Tunnel Co. first-mortgage 7s	
Manhattan, Alma and Burlingame Rwy. Co. first-mortgage 6s	
Echo and Park City Rwy. Co. first-mortgage 6s	
Omaha and Republican Valley R. R. Co. first-mortgage 7s	
Omaha and Republican Valley Rwy. Co. consolidated-mortgage 5s	
Omaha and Republican Valley Rwy. Co. extension 5s	1,
Union Pacific Coal Co. first-mortgage 5s	4,
Green River Water Works Co. first-mortgage 6s	
Rattlesnake Creek Water Co. first-mortgage 6s	
Union Depot Co., Spokane Falls, first-mortgage 5s	
Ogden Union Rwy. and Depot Co. first-mortgage 5s	
Western Pacific R. R. Co. (Cen. Pac.) first-mortgage 6s	
Kansas Pacific, Denver extension first-mortgage 6s	
Kansas Pacific Rwy. Co. income 7s	
St. Louis, Council Bluffs and Omaha R. R. Co. first-mortgage 6s	
Kearney and Black Hills Rwy. Co. first-mortgage 5s	
City of Wichita, Kans., 6s	
Junction City, Davis County, Kans., 6s	
Oregon Rwy. and Navigation Co. first-mortgage consolidated 5s	
Oregon Rwy. and Navigation Co. collateral-trust 5s	1,
Atchison Union Depot Co. second-mortgage 5s	
Denver, Leadville and Gunnison Rwy. Co. first-mortgage 4½s	
Total bonds	40,

STOCKS.

Oregon Short Line and Utah Northern Rwy. Co	$14,
Union Pacific, Denver and Gulf Rwy. Co	13,
Union Pacific Coal Co	5,
Pacific Express Co	2,
Central Branch Union Pacific R. R. Co	
Oregon Rwy. and Navigation Co	1,
Carbon Cut-Off Rwy. Co	
Denver, Leadville and Gunnison Rwy. Co	3,
Echo and Park City Rwy. Co	
Junction City and Fort Kearney Rwy. Co	
Kansas Central Railroad Co	1,
Kansas City and Omaha Railroad Co	1,
Laramie, North Park and Pacific R. R. and Telegraph Co	
Larwrence and Emporia Rwy. Co	
Leavenworth, Topeka and Southwestern Rwy. Co	
Manhattan, Alma and Burlingame Rwy. Co	
Montana Rwy. Co., 70 per cent paid on $600,000	
Montana Union Rwy. Co	
Omaha and Elkhorn Valley Rwy. Co	
Omaha and Republican Valley Rwy. Co	2,

	Par value.
St. Joseph and Grand Island R. R. Co	$2,201,500.00
Salina and Southwestern Rwy. Co	231,700.00
Union Pacific, Lincoln and Colorado Rwy. Co	1,997,800.00
Bozeman Coal Co	96,000.00
Green River Water Works Co	225,000.00
Morrison Stone, Lime and Town Co	100,000.00
Occidental and Oriental Steamship Co., 3 per cent on $5,000,000	150,000.00
Omaha Union Depot Co., 10 per cent on $75,000	7,500.80
Rattlesnake Creek Water Co	66,300.00
St. Joseph Terminal R. R. Co	25,000.00
St. Louis and Mississippi Valley Transportation Co	116,000.00
Salt Lake Foundry and Manufacturing Co	67.00
Union Depot Co., Kansas City	21,000.00
Union Elevator Co., Council Bluffs	46,700.00
Union Elevator Co., Omaha	81,000.00
Union Pacific and Western Colorado Rwy. Co	400,500.00
Wood River Improvement Co., 80 per cent on $100,000	80,000.00
Atchison, Colorado and Pacific R. R. Co	920,300.00
Atchison, Jewell County and Western R. R. Co	105,000.00
Kearney and Black Hills Railway Co	337,966.91
Union Pacific Railway Co	177,450.00
Loveland Pass Mining and Railroad Tunnel Co	4,800.00
Colorado Western Railroad Co	9,100.00
Gray's Peak, Snake River and Leadville R. R. Co	6,000.00
South Park and Leadville Short Line R. R. Co	1,000,000.00
Western National Fair Association	7,950.00
Total stocks	57,563,068.01

MISCELLANEOUS.

Debt certificates of the Portland and Puget Sound R. R. Co	$969,245.98
Note of the Echo and Park City Railway Co	200,000.00
Note of the Union Depot and R. R. Co., Denver	33,683.84
Notes of the Hutchison and Southern R. R. Co	768,500.00
Note of the Wood River Improvement Co	350,000.00
Note of the Union Depot Co., Spokane Falls	21,051.64
Total miscellaneous	2,342,481.46
Grand total	100,113,365.47

PETITION OF THE ATTORNEY-GENERAL FOR APPOINTMENT OF ADDITIONAL RECEIVERS.

CIRCUIT COURT OF THE UNITED STATES FOR THE ——— JUDICIAL CIRCUIT AND DISTRICT OF ———.

Oliver Ames, second, and Samuel Carr, executors of the last will and testament of Frederick L. Ames, deceased, and Edwin F. Atkins and Peter B. Wyckoff, complainants, v. the Union Pacific Railway Company, the Atchison, Colorado and Pacific Railway Company, the Atchison, Jewel County and Western Railroad Company, the Boulder Valley and Central City Wagon Road Company, the Bozeman Coal Company, the Calloway Improvement Company, the Carbon Cut-off Railway Company, the Central Branch Union Pacific Railroad Company, the Denver, Leadville and Gunnison Railway Company, the Green River Water Works Company, the Junction City and Fort Kearney Railway Company, the Kansas Central Railway Company, the Kansas City and Omaha Railroad Company, the Kearney and Black Hills Railway Company, the Laramie, North Park and Pacific Railroad and Telegraph Company, the Lawrence and Emporia Railway Company, the Loveland Pass Mining and Railroad Tunnel Company, the Montana Railway Company, the Morrison Stone, Lime and Town Company, the Omaha and Republican Valley Railway Company, the Oregon Railway and Navigation Company, the Oregon Short Line and Utah Northern Railway Company, the St. Joseph and Grand

Island Railroad Company, the Salina and Southwestern Railway Company, th Solomon Railroad Company, the Union Land Company, the Union Pacific, Den ver and Gulf Railway Company, the Union Pacific, Lincoln and Colorado Rail way Company, and the Union Pacific Coal Company, and others, defendants.

To the honorable the judges of the circuit court of the United States within and for th eighth judicial circuit and district of Nebraska:

Richard Olney, Attorney-General of the United States of America, in behalf o the United States, by leave of said court, presents this his petition in the abov entitled cause, and, by way of such petition avers and says:

That under and in pursuance of the provisions of the act of the Congress, approve July 1, 1862, entitled "An act to aid in the construction of a railroad and telegrap line from the Missouri River to the Pacific Ocean, and to secure to the Governme the use of the same for postal, military, and other purposes," and the acts amend tory thereof, the Secretary of the Treasury was authorized to and did issue subsid bonds of the United States to the Union Pacific Railroad Company in the total su of $27,236,512 and to the Kansas Pacific Railway Company in the total sum $6,303,000, together making bonds for the following total sums issued at the follo ing dates, exclusive of interest:

November 1, 1865	$640,0
January 1, 1866	1,440,0
February 1, 1866	4,320,0
January 1, 1867	6,640,0
January 1, 1868	17,342,5
January 1, 1869	3,157,0
Total	33,539,5

and to secure the repayment to the United States of the amount of said bonds, wi interest thereon, at the rate of 6 per cent per annum from said dates respectivel until the date of their respective maturities, it was provided by the fifth section said act that the "issue of said bonds and delivery to the company shall, *ipso fac* constitute a first mortgage on the whole line of the railroad and telegraph, togeth with the rolling stock, fixtures, and property of every kind and description, and consideration of which said bonds may be issued."

That the sixth section of the said act required said companies to transmit tel graphic dispatches and transport mails, troops, and munitions of war supplies a public stores upon said railroads for the Government, whenever required to do so, a that the Government should at all times have the preference in the use of the same f all said purposes at fair and reasonable rates of compensation, not exceeding t amount paid by private parties for the same kind of services, and that all compe sation for services rendered for the Government should be applied to the payme of said bonds and interest until the whole amount should be fully paid, and th after said railroads should respectively be completed, until the full payment of sa bonds and interest, that at least 5 per centum of the net earnings of said road shou be annually applied to the payment thereof. That the total amount of credits f payments of interest made by the Union Pacific Railroad Company, the Kansas Paci Railway Company, and the Union Pacific Railway Company, under said sixth se tion, was, on June 30, 1893, $17,971,156.65.

That by the eighteenth section of said act it was enacted that "the better t accomplish the object of this act, namely, to promote the public interest and welfa by the construction of said railroad and telegraph line, and keeping the same i working order, and to secure to the Government at all times (but particularly i time of war) the use and benefits of the same for postal, military, and other pu poses, Congress may at any time, having due regard for the rights of said compani named herein, add to, alter, amend, or repeal this act."

That afterwards, by the act of Congress approved July 2, 1864, amendatory of th said act approved July 1, 1862, it was provided that the said railroad compani might respectively issue their first-mortgage bonds on their respective railroad an telegraph lines to amounts not exceeding the amount of the said bonds of the Unite States, and of even tenor and date, time and maturity, rate and character of inte est, with the said bonds authorized to be issued to said railroad companies respec ively, and that the lien of the said United States bonds should be subordinate t that of the bonds of any or either of said companies authorized to be issued on the respective roads, property, and equipments, "except as to the provisions of the sixt section" of the act of July 1, 1862, "relating to the transmission of dispatches an the transportation of mails, troops, munitions of war, supplies, and public stores fo the Government of the United States."

And that by the twenty-second section of said act it was provided that "Congre may at any time alter, amend, or repeal this act."

That under the authority of said acts, and the acts amendatory thereto, the Union Pacific Railroad Company, before its consolidation hereinafter described, had constructed a railroad and telegraph line with the necessary fixtures and appurtenances, including bridges and approaches, and owned the necessary equipment for the operation thereof, said line extending from Council Bluffs, in the State of Iowa, to a point west of Ogden, in the Territory of Utah, a distance of 1,042.93 miles, and the Kansas Pacific Railway Company had built a railroad and telegraph line with the necessary fixtures and appurtenances, including bridges and approaches, and including a branch to Leavenworth, and had purchased and owned the necessary equipment for the operation thereof, said line extending from Kansas City, in the State of Missouri, to Denver, in the State of Colorado, a distance of 642.94 miles, and said Leavenworth branch having a total mileage of 31.93 miles, and that the Denver Pacific Railway and Telegraph Company had built a line of railway from Denver, in the State of Colorado, to Cheyenne, now in the State of Wyoming, with the necessary fixtures and appurtenances, including bridges and approaches, a distance of 94.6 miles, and had purchased and owned the necessary equipment for the operation thereof.

That the said Attorney-General for the United States is informed and believes that first-mortgage bonds have been issued and are outstanding, to which said lien of the United States has been and is, under the authority of said act, approved July 1, 1864, subordinated to the principal sum of $27,229,000 only upon the line of the Union Pacific Railroad from Omaha to Ogden, and to the principal sums of $2,240,000 and $4,063,000, or a total of $6,303,000 upon the 394 miles of the Kansas Pacific Railway lying next east of its eastern terminus, and that upon that part of the Kansas Pacific Railway, which is situated between the said 394th mile post and Denver, there is a first-mortgage debt which will mature in 1899 to the amount of $5,887,000, and that the interest on said first-mortgage debts has been paid by said companies.

That by the act of Congress approved May 7, 1878, entitled "An act to alter and amend the act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes,' approved July 1, 1862, and also to alter and amend the act of Congress, approved July 2, 1864, in amendment of the said first-named act," it was provided, among other things, that a sinking fund should be created for the further security of the payment and reimbursement of the said subsidy bonds issued by the United States in aid of said railroad companies, by the reservation in the Treasury of the United States of certain sums of money, which sums so covered into the Treasury amounted on June 30, 1893, to a large amount, which had before that time been invested and were then and are now held as follows:

Union Pacific Railway Company sinking fund, June 30, 1893.

United States currency 6s	$188,000.00
Union Pacific R. R. Co. first mortgage 6s	5,739,000.00
Kansas Pacific R. R. Co. first mortgage 6s	1,276,000.00
Central Branch Union Pacific R. R. Co. first mortgage 6s	936,000.00
Central Pacific R. R. Co. first mortgage 6s	3,304,000.00
Western Pacific R. R. Co. first mortgage 6s	335,000.00
Sioux City and Pacific R. R. Co. first mortgage 6s	712,500.00
Total securities	12,490,500.00
Cash uninvested	9,018.61
Total fund	12,499,518.61

That by the terms of the seventh section of the act last hereinbefore described it was provided that said sinking fund should, at the maturity of the bonds issued by the United States, "be applied to the payment and satisfaction thereof, according to the interest and proportion of each of said companies in said fund, and of all interest paid by the United States thereon and not reimbursed, subject to the provisions of the next section."

And, by the eighth section of the said act, it was further provided that "said sinking fund so established and accumulated shall, according to the interest and proportion of said companies respectively therein, be held for the protection, security, and benefit of the lawful and just holders of any mortgage or lien debts of such companies respectively, lawfully paramount to the rights of the United States, and of the claims of other creditors, if any, lawfully chargeable upon the funds so required to be paid into said sinking fund, according to their respective lawful priorities, as well as for the United States, according to the principles of equity, to the end that all persons having any claim upon said sinking fund may be entitled thereto in due order."

That the ninth section of said act is in the following words, to wit: "Tha due to the United States from any of said companies respectively, whethe presently or not, and all sums required to be paid to the United States o Treasury, or into said sinking fund under this act, or under the acts her referred to, or otherwise, are hereby declared to be a lien upon all the estate, rights, and franchises of every description granted or conveyed by t States to any of said companies respectively or jointly, and also upon all t and property, real, personal, and mixed, assets, and income of the said se road companies respectively, from whatever source derived, subject to any prior and paramount mortgage, lien, or claim thereon. But this section sh construed to prevent said companies respectively from using and disposin of their property or assets in the ordinary, proper, and lawful course of t rent business in good faith and for valuable consideration."

That by the tenth section of the act, it is made the duty of the Attorne of the United States to enforce, by proper proceedings against the said rail panies respectively or jointly, or against either of them, all the rights of th States under said act and under the acts whereof it is amendatory, and u other act of Congress or right of the United States, and in any suit or pr before the passage of said act commenced, or which might thereafter be co against either of said companies, in respect of matters arising under sa under the acts or rights referred to in said act, it was made the duty of "to determine the very right of the matter without regard to matters of fo der of parties, multifariousness, or other matters not affecting the substanti and duties arising out of the matters and acts hereinbefore stated and refe

That afterwards, on the 24th day of January, 1880, the said Union Pacific Company, the said Kansas Pacific Railway Company, and said Denver Pa way and Telegraph Company, in pursuance of law and in the manner des the bill of complaint in this cause, consolidated with each other and there a consolidated corporation by the name of the Union Pacific Railway Com since the date last named said Union Pacific Railway Company has owned ated the lines of railroad and telegraph, including the bridges aforesaid, has, by way of leases, ownership of stock, and other contracts, become int and engaged in the operation of other railways, the names of which are s given in the bill of complaint, the total mileage of which amounted to a altogether, at the time receivers were appointed in this case, and now c the total of more than 7,681·72 miles, and that said railways or some par extend into and are operated in the States of Nebraska, Missouri, Iowa, Ka orado, Montana, Wyoming, Oregon, Idaho, and Washington, and the Te Utah.

And the said Attorney-General for the United States of America gives here to understand and be informed that the nature and extent of the c liens asserted or which may be asserted against and upon the property of t Pacific Railroad Company, the Kansas Pacific Railway Company, and th Pacific Railway and Telegraph Company, and since their consolidation against and upon the property of the said Union Pacific Railway Company several branches and leased and connecting lines, and upon the property a ties of the railroad companies named in the bill of complaint in this cau extensive and complex, existing in so many States and Territories, and go such diverse laws, that without an investigation requiring much delay and tracted labor of legal and other experts, and perhaps without judicial de will not be possible for the Attorney-General to form, and he can not now e opinion as to the extent and priority of the liens described in the said bil plaint or otherwise impressed upon the property of the said railroad c named as defendants thereto, but he avers the fact and law to be that of accruing to the United States of America, on account of their said advance sidy bonds, under the acts aforesaid, the principal sums will mature as foll

On November 1, 1895	
On January 1, 1896	
On February 1, 1896	
On January 1, 1897	
On January 1, 1898	1
On January 1, 1899	
Total	3

That interest thereon will at said dates be payable at the rate of 180 per c United States, such interest being the sum of $60,371,121.60, making the t of principal and interest, the sum of $93,910,633.60, less the sums which may ited thereon by reason of said payments or credits made under said sixth s the act of July 1, 1862, or otherwise, and less whatever amount may be rea and out of the said sinking fund, as it may exist and be constituted at the

the respective maturities of said debts, and that said debts and interest, less said credits and sinking fund, now amount, at the present value of said sinking fund, to more than $55,000,000, and are secured by the first lien upon all the property, real, personal, and mixed, choses in action, assets, income, and franchises of the said Union Pacific Railway Company, subject to the said prior mortgage liens heretobefore described, amounting to $27,229,000, $6,303,000, and $5,887,000, and subject also to any paramount lawful prior right, title, or lien upon any property of said company which may have been created before and existed at the time of the acquisition of any such property by said Union Pacific Railroad Company, said Kansas Pacific Railway Company, said Denver Pacific Railway and Telegraph Company, or said Union Pacific Railway Company, and subject further to any use or disposition which may have been made by said Union Pacific Railway Company of any of its property or assets in the ordinary proper and lawful course of its current business in good faith and for valuable consideration.

The Attorney-General for the United States further gives the court here to understand and be informed that the bill of complaint in this case was filed at the instance of the representatives of the estate of Frederick L. Ames, deceased, of Edward F. Atkins, Peter B. Wyckoff, and of the representatives of the estate of Jay Gould, deceased, all of whom, except said Wyckoff, as to whom the Attorney-General has no information, were and are largely interested in stock or subordinate securities of said Union Pacific Railway Company, junior, and subject to the claim of the United States of America.

That at the time of the filing of said bill the said company was governed by its board of directors, consisting of 10 directors elected by its stockholders, S. H. H. Clark, one of said directors, being president, the complainant, Edward F. Atkins, another of said directors, being vice-president, and and Oliver W. Mink, being second vice-president and comptroller of said company, said Clark being principally charged with the duty of operating the roads owned and controlled by said company and said Mink being its principal financial officer; that by the terms of the will of the said Frederick L. Ames, who held the largest single interest as stockholder, and, except the United States as creditor in said property, all his estate, except a comparatively small part thereof, being of great value and embracing all his interests in and claims upon the Union Pacific Railway Company, its branches, leased and connecting lines, was given in trust to the complainants, Oliver Ames, second, and Samuel Carr, and to the said Oliver W. Mink, as trustees, upon trusts for the performance of which long time will be required, and which are still in operative effect, and that said Ames, Carr, and Mink accepted said trust, and entered upon and are now engaged in, and the filing of said bill is part of the performance of the duties thereof.

That at the time of the filing of the said bill there was a vacancy in the office of Government director, there being but four acting Government directors of the number (five) who are by the acts of Congress aforesaid to be appointed by the President, and that the said four gentlemen so qualified and acting were Fitz Hugh Lee, of the State of Virginia; said E. Ellery Anderson, of the State of New York; John W. Doane, of the State of Illinois; and Joseph W. Paddock, of the State of Nebraska; that said bill was filed without any notice to or knowledge of any officer of the United States, or of any of the said Government directors, although said Paddock resides in the city of Omaha, in the State of Nebraska, where said bill was filed; that no notice was given to any other director of said Union Pacific Railroad Company except those who cooperated in filing the same; that no meeting of the board of directors was held and no action was taken or had by the board of directors in anticipation of or after the filing of said bill in approval thereof; that under the foregoing circumstances the said S. A. H. Clark, then acting as president of the said company, and Oliver W. Mink, then acting as its second vice-president and comptroller, and said E. Ellery Anderson, who had been a member of said commission, and was at the time a Government director, were appointed as receivers, all without consultation with and without notice to said Anderson until after his appointment.

That said bill in substantially the same form as it appears upon the records of this court has been also filed in the States of Missouri, Iowa, Kansas, Colorado, Montana, Wyoming, Oregon, Idaho, Washington, New York, and Massachusetts, and in the Territory of Utah, and that by orders of the circuit courts of the United States in said States, and of the proper court of said Territory, said receivership has been confirmed and extended to all the properties of said companies defendant to said bill lying within any of said States or Territory, and said receivers have taken possession of the same and are now engaged in maintaining and operating the same with the view and to the end that such relief may finally be had by complainants as is prayed for in said bill.

And the Attorney-General of the United States further gives the court to understand and be informed that, in his opinion, the protection of the interests of the United States and of all other creditors of the Union Pacific Railway Company requires an increase in the number of receivers as hereinafter suggested. That the

number of receivers is not sufficient for the performance of the grave and serious duties imposed upon them, and will not inspire that public confidence that a larger number would secure; that the lien of the United States is by far the largest held by any single person or corporation; and calls for the protection of impartial receivers selected for that purpose, and their association with the receivers who have been nominated to and appointed by this court upon the nomination of the said parties complainant, and whose views and interests (except of said Anderson) are, as the Attorney-General is informed and believes, in unison with those of the complainants.

The Attorney-General further gives the court to understand and be informed that he is advised and believes the fact to be that the first mortgages upon said property, to which, by the act of Congress passed in 1864, the lien of the United States was expressly subordinated, are amply secured, and that the said railroad company and the receivers acting for it will have no difficulty in providing for payment of the interest thereon out of the earnings of said railways and telegraph lines, and that if the property embraced in said mortgage be exposed to sale the same will realize more than enough to pay said lien; that the nature and extent of the lien of the United States is the subject of controversy, especially as respects the nature and extent of the property covered by it, and that the reorganization of said railways is necessary for its protection and to save to the people of the United States as large a portion of the great sum involved as possible; that it is a matter of grave doubt how far the contracts made by said railway companies in the past for connections and branches and how far the guarantees of the rent of leased and connecting lines are in law valid, and, if valid, whether the continuance in existence of some of them as against other and conflicting liens, and especially as against the superior lien of the United States, is wise and desirable; that it may prove to be the fact that some of said agreements and contracts are valid and valuable, and that their continuance will benefit the property and enhance the value of the lien of the United States, while others may be shown to be detrimental, and ought to be terminated at the earliest possible date; that the entire time of at least one of the receivers must necessarily be given to the operation of the road, and of another to its financial accounts and adjustments, and that, without an enlargement of the number of receivers, the information and advice and efficient service to which the United States and all other creditors are entitled can not reasonably be looked for.

And the Attorney-General for the United States further represents to the court that the income of the property confided to the control of receivers herein amounted, from the operations of the lines of railroad of the Union Pacific Railway Company alone during the year 1892, to more than $20,000,000, and the income of the said leased branch and connecting lines during the year 1892 amounted to the additional sum of more than $23,000,000; that the personal property owned by said consolidated company, and by said branch, leased and connecting railroads, in the form of equipment, choses in action, etc., is of very great value; that the value and extent of the property embraced in the said trust created in favor of Drexel, Morgan & Co., as trustees of the said indenture of September 4, 1891, and the amount of the debts secured thereby, as shown by the bill of complaint filed in this cause, are very great, and the interests of the United States in the preservation, care, and proper application of such income, personal property, and choses in action, and in the repair and maintenance of said railway are very great, and are liable to be seriously impaired and diminished by and in the course of the administration of said receivership, if the same should not be providently and wisely conducted.

And the Attorney-General of the United States further represents to the court that upon his petition representing the foregoing facts, the circuit court of the United States for the eighth judicial circuit and district of Nebraska, being the court of primary jurisdiction in the premises, wherein the said Clark, Mink, and Anderson were first appointed receivers, did, on the 13th day of November, 1893, appoint John W. Doane, of the city of Chicago, and Frederic R. Coudert, of the city of New York, additional receivers of said Union Pacific Railway property, assets and franchises, with the same authority and powers, and charged with the same duties as and to act in cooperation with the said receivers first appointed, namely: S. H. H. Clark, Oliver W. Mink, and E. Ellery Anderson.

Wherefore, and to the end that the said property may, pending the foreclosure and sale or reorganization, be managed to the best interests of the United States of America as well as of all other creditors and stockholders, and to the end that the best advice and judgment accessible to the court may not only be had in its maintenance and operation, but as to the continuance of existing contracts, which by reason of the said receivership may require for their enforcement judicial aid, and as to the true principles and methods of reorganization, and for the protection of all interests in the property, the said Attorney-General for the United States respectfully requests the said court to confirm the appointment of said John W. Doane and Frederic R. Coudert as receivers, in addition to, but with equal powers with, those already

appointed, to assist the three receivers now in office in performing their responsible duties, and the Attorney-General prays for such other and fur- as under the foregoing facts and circumstances the United States may be).

RICHARD OLNEY,
Attorney-General.

HOADLY,
iat assistant to the Attorney-General, of counsel.
NEW YORK, *City and County of New York, ss:*
Hoadly, being duly sworn, says: That he has been duly appointed and ınd is acting as special assistant to the Attorney-General in the matter of tion of the interests of the United States of America in the Union Pacific ompany and its property; that he has read the foregoing petition, and ıme, so far as stated on information and belief of the Attorney-General, is ding to deponent's information and belief, and that all other matters and ıaid petition are true.

——— ———.

o and subscribed before me this —— day of November, 1893.

——— ———.

WISCONSIN CENTRAL RAILROAD COMPANY.

ompany has failed to submit, on the form prescribed by the a report of its operations during the past year.

ılanation of such failure the president of the company, in a dressed to this office under date of October 24, 1894, says:

* * * * * *

ıconsin Central Railroad Company did not operate at all during the fiscal ıg June 30, 1894, and your letter is respectfully referred to Messrs. Whit- Morris, receivers of all the property of the Wisconsin Central Railroad and now in charge of the same under the control of the United States ırt for the eastern district of Wisconsin, with whom you are respectfully to correspond in the future in reference to the subject-matter of your he Wisconsin Central Railroad Company can only report that it is out of of its railroad and has been so during the fiscal year ending June 30, 1894,) operations whatsoever of any kind to report.

* * * * * *

e other hand, Poor's Manual of Railroads, 1894 (p. 871), con-) following:

sconsin Central Company and the Wisconsin Central Railroad Company ıcial unit, since the former owns most of the first bonds and substantially .es, stocks, and income bonds of the latter. Legal reasons and protection les require separate corporate existence to be maintained, but the consoli- ınnt of these two companies alone shows the real value of the Wisconsin ıcurities now in the market. Referring to this ownership the Wisconsin ımpany's report for 1892 says:

wnership by your company of the stocks and junior securities of the Wis- ıtral Railroad Company still remains subject to the lien of the consolidated of the last-named company, dated January 1, 1879, to the extent of $1,522,000 ı 5 per cent bonds, and $13,000 second series 7 per cent (income) bonds. ıtanding bonds can not probably be acquired before maturity, in 1909, when g fund will, beyond any question, pay them off without recourse to your Meantime all net profits of the Wisconsin Central Railroad Company come ı into your treasury, subject only to the creditor rights of the holders of the ent bonds of 1891, which, as the joint and several obligations of both cor- have precedence over your income bonds and stocks.

uly Wisconsin Central securities known to the market are those of your The only accounts which are needed to disclose their value are the con-

solidated statements herewith submitted, which show the financial condition of the two companies as if they were actually and legally merged into a single corporation. The detailed exhibit of the relations existing between these two companies, published in the last report, renders it needless any longer to publish separate accounts for each company. So far as the rights of creditors of either company are concerned each corporation preserves its separate obligation; but the financial strength of each corporation makes the existence of those theoretical liabilities of no practical importance to you. So far as the rights of income-bondholders and stockholders are concerned the two corporations are a financial unit, and these consolidated statements furnish complete information as to the assets and liabilities of the property which your stocks and income bonds cover."

The Wisconsin Central lease of April 1, 1890, to the Northern Pacific Railroad Company was terminated by decree of the court for nonpayment of rent on September 27, 1893, and finally canceled. On the same day the trustees of the bonds caused receivers, Messrs. Henry F. Whitcomb and Howard Morris, to be appointed, for the protection of all parties after failure of the Northern Pacific Company. The Wisconsin Central Company, on November 1, 1893, paid, with interest, all overdue coupons which had been temporarily delayed by the lessee's failure, and has ever since punctually met all its coupons and other financial obligations when due. Pending settlement of accounts with its late lessee the property is still allowed to remain in the hands of Whitcomb and Morris, receivers, who are, respectively, general manager and general solicitor of the corporation.

By an act of Congress approved May 5, 1864, there were granted to the State of Wisconsin, to aid in the construction of a railroad "from Portage City, Berlin, Doty's Island, or Fond du Lac, as said State may determine, in a northwestern direction, to Bayfield, and thence to Superior, on Lake Superior, every alternate section of public land, designated by odd numbers, for ten sections in width on each side of said road," estimated by the General Land Office to include a grant of 1,800,000 acres of land.

The original Wisconsin Central Railroad Company was a reorganization, February 4, 1871, of the Portage, Winnebago and Lake Superior Railroad Company, described as aforesaid, and built under the corporate name and title last mentioned, the land-grant termini being fixed at Portage City, Wis., via Stevens Point and Ashland, Wis.

The main line, from Menasha to Stevens Point, was opened in the same year (1871) and extended to Ashland in 1877.

The records of the General Land Office show that to June 30, 189- there had been patented to the company 770,727.08 acres of land, and that 200,000 acres of railroad indemnity lands, located in Wisconsin had been restored to the public domain.

CONCLUSION.

The jurisdiction of this Bureau extends over forty-nine original companies which, by consolidation and lease, are now included in and o-

rated by sixteen companies or "systems," with an aggregate of upward of 64,000 miles of railway.

The duties devolving upon the Bureau are technical in character and require practical experience in the intricate methods of railway accounting. They include a supervision, by personal inspection and examination, of the valuable properties of the railway companies, and settlement of accounts involving millions of dollars annually. They require a familiarity with what are known as the Pacific railway acts and the decisions of the courts interpreting them. The duties to be performed, therefore, are in the highest degree important, and the services rendered are of corresponding value to the Government.

It affords me great pleasure to commend the general efficiency of the employés of the Bureau.

I have the honor to be, sir,
Very respectfully,

WADE HAMPTON,
Commissioner.

Hon. HOKE SMITH,
Secretary of the Interior.

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Joint resolution, July 1, 1868.

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Act of July 2, 1864.

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NEW ORLEANS, BATON ROUGE, AND VICKSBURG RAILROAD COMPANY.

Act of March 3, 1871.

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Connection with Texas and Pacific Railway. Section 22.
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Patents, issue of, for lands withdrawn from market. Section 22.
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OREGON SHORT LINE RAILWAY COMPANY.

Act of August 2, 1882.

Created a railroad corporation in Territories of Utah, Idaho, and Wyoming. Section 1.

OREGON AND CALIFORNIA RAILROAD COMPANY.

Act of April 10, 1869.

Assent of company to act may be filed within one year. Section 1.
Acquired rights not affected. Section 1.

Act of July 25, 1866.

"Company," what to include. Section 9.
Completion of road; company first completing its part may continue with the consent of the State. Section 1.
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Commissioners, appointment of, to examine road; to report under oath. Section
Construction, materials for, may be taken from adjacent lands. Section 3.
Discrimination, none to be made. Section 7.
Failure to comply with conditions, act to be void. Section 8.
Gauge to be same as Central Pacific Railroad. Section 6.
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Homestead laws, provision relating to settlers under. Section 2.
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Land grant, condition of. Section 5.
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Line of road. Section 1.

Act of April 10, 1869.

Land grant, not more than one company entitled to. Section 1.
Lands, sale of, how and to whom. Section 1.

Act of July 25, 1866.

Mineral lands; not granted. Section 10.
"Mineral" not to include coal and iron. Section 10.
Operation of road as one continuous line. Section 7.
Patents, conditions of issue. Section 4.
Penalties, for neglect to keep road and telegraph line in repair. Section 8.
Preëmption laws, provision relating to settlers under. Section 2.
Public highway, railroad to be. Section 5.
Public lands, when road does not pass through, consent of States to be obtained by companies. Section 11.
Right of way granted. Section 3.
Road to be kept in repair; penalty for neglect. Section 8.
Road, when passing through States, consent of, to be obtained by companies. Section 11.

Act of April 10, 1869.

Rights acquired; not affected. Section 1.

Act of July 25, 1866.

States, consent of, to be obtained by companies where road and telegraph line do not pass through public lands. Section 11.
State laws to govern companies. Section 9.
Settlers under preëmption laws and homestead act. Section 2.
Transportation; rates shall be fair and reasonable. Section 5.
Transportation of property and troops of the United States shall be at cost of companies. Section 5.
Telegraph line; to be kept in repair; penalty for neglect. Section 8.
Telegraph line; when passing through States, consent of, to be obtained by companies. Section 11.

"PACIFIC RAILROAD ACTS."

Act of July 1, 1862.

Annual reports to be made by companies to the Secretary of the Treasury. Section 20. (Repealed, 20 Stat., 169.) *See* section 1, act of June 25, 1868, and Thurman act.
Assent of company to this act shall be filed in Department of Interior. Section 7.

Amendment of July 2, 1864.

Affidavit of Central Pacific Railroad Company to be filed in California. Section 6.
Appraisement of property (right of way). Section 3.
Appeal from assessment of damages or appraisement of property (right of way), bonds on, costs of, title after. Section 3.
Assessment of damages (right of way). Section 3.
Assessments on stockholders. Section 2.

Act of March 3, 1865.

Assignment by Central Pacific to Western Pacific Railroad Company to build a railroad and telegraph line between San Jose and Sacramento confirmed. Section 2.

Act of June 25, 1868.

Annual reports to be made to the Secretary of the Interior, when, what to contain. Section 1. (Repeal of section 20, act of 1862.)

Joint resolution, April 10, 1869.

Attorney-General authorized to institute necessary suits. Section 3.
Attorney-General to investigate whether charters of Union Pacific and Central Pacific Railroad companies have not been forfeited. Section 4.

Act of March 3, 1873.

Attorney-General shall bring suit in equity against the Union Pacific Railroad Company *et al.* for unpaid subscriptions to capital stock, etc. Section 4.

Act of June 22, 1874.

Attorney-General shall bring suit for 5 per cent of net earnings due and unpaid. Section 1.

Act of March 3, 1875.

Army, transportation of; no money shall be paid by the United States to any railroad company constructed by the aid of a grant of public land on condition that such railroad should be "a public highway;" company may sue in Court of Claims, provided claim is not barred by statute of limitations; either party shall have right of appeal to Supreme Court. Section 1.

Act of April 30, 1878.

Army, transportation of. Section 1.

Act of May 7, 1878 (Thurman act).

Attorney-General shall institute proceedings against the companies. Section 1.
Attorney-General shall enforce forfeitures. Section 11.

Act of June 19, 1878.

Auditor of railroad accounts:
- Application of act. Section 6.
- Companies to report. Section 4.
- Date of effect, July 1, 1878. Section 7.
- Duties of auditor. Section 3.
- Organization of bureau. Section 2.
- Penalty for neglect or refusal of companies to report. Section 5.

Act of March 3, 1879.

Accounts of Pacific railroads (Post-Office Department), settlement of. Section 1.

Act of March 3, 1881.

"Auditor of Railroad Accounts," title changed to Commissioner of Railroads, salary of. Section 1.

Act of June 30, 1882.

Army, payment to land-grant railroads for transportation of. Section 1.

Act of July 1, 1862.

Bond, commissioners' treasurer. Section 1.
Bonds, first-mortgage, when and how paid. Section 6.
Bonds, subsidy, issue of, as work proceeds; lien of, to be made subordinate. Section 5 (*see* sections 5, 8, 10, and 11, amendment of 1864).
Bonds, double, between the mountains and treble over the Rockies and Sierras. Section 11.
Bonds, deliverable on account of construction; reservation of 25 per cent. Section 17. (Repealed, section 7, act of 1864.)
Bond and interest account, 5 per cent of net earnings shall be applied in payment of. Section 6.
Books, for subscriptions to capital stock, to be opened in principal cities. Section 1 (*see* section 2, amendment of 1864).
Books and property, to be delivered to directors. Section 1.
By-laws, to be made by stockholders. Section 1.

Amendment of July 2, 1864.

Bridges, conditions of construction. Section 9.
Bonds, first-mortgage, to have priority of lien over those of the United States. Section 10 (*see* section 5, act of 1862, also, section 1, act of 1865).
Bonds, already issued by companies, provision for. Section 11.
Bonds, outstanding, affidavit of President and Secretary to be filed in the Department of the Interior. Section 11.
Bonds, subsidy, partial issue of, on uncompleted work. Section 8 (*see* section 11, act of 1862).
Bonds, restrictions upon issue of. Section 9.
Bonds, shall not be issued on account of any road prior to act of 1862. Section 11.
Bonds, shall not be issued to Leavenworth and Lawrence roads. Section 12.
Bonds, shall not be issued to Union Pacific Railroad Company, eastern division, for construction east of the Rocky Mountains until completion of said road from Omaha to the 100th meridian. Section 12 (*see* section 1, act of July 3, 1866).

Act of March 3, 1865.

Bonds, first-mortgage, Central Pacific, Western Pacific, Union Pacific, and Union Pacific, eastern division, may issue 100 miles in advance of completed line. Section 1 (*see* section 10, act of 1864).

Joint resolution, April 10, 1869.

Bonds (United States), President authorized to withhold sufficient to secure completion of road. Section 3.

Act of February 24, 1871.

Bonds authorized to be issued by the Union Pacific Company, for construction of bridge across the Missouri River at Omaha. Section 1.

Act of April 30, 1878.

Bonds (United States), interest on, proviso in deficiency appropriation. Section 1.

Act of May 7, 1878 (Thurman act).

Bonds, subsidy; amount of, loaned by United States:
Central Pacific Railroad Company, $25,885,125.
Western Pacific Railroad Company, $1,970,560.
Union Pacific Railroad Company, $27,236,512. (Preamble.)
Bonds, first-mortgage, same amounts as above, issued and disposed of by companies. *Ibid.*

Act of July 1, 1862.

Capital stock, amount and number of shares (*see* section 1, amendment of 1864), commissioners shall receive subscriptions to, directors may require payments of. Section 1.
"Company," meaning of term. Section 15.
Companies shall have power to make by-laws. Section 1.
Companies may unite in building road on equal terms. Sections 10 and 16 (*see* section 16, amendment of 1864).
Companies named in section 19 may arrange with telegraph companies now existing. (*See* section 15, amendment of 1864).
Commissioners' treasurer shall give bond. Section 1.
Commissioners first meeting to be held in Chicago. Section 1.
Commissioners, appointment and meetings of, shall receive subscriptions to capital stock, shall call meetings of stockholders, shall elect directors. Section 1 (*see* section 13, amendment of 1864).
Commissioners, shall examine road on completion of 40 miles. Section 4 (changed to 20, section 6, amendment of 1864).
Commissioners, vacancies in board shall be filled by the President of the United States. Section 4 (*see* section 6, amendment of 1864).
Compensation for services rendered the United States, rates shall be fair and reasonable. Section 6.
Completion of road, time extended. Section 7 (*see* section 5, act of 1864).
Completion of road, main lines to be finished in 1876. Section 17 (*see* sections 5 and 7, amendment of 1864).
Completion of road (Kansas company), time of doing work. Section 10 (*see* section 5, amendment of 1864.)
Congress may compel speedy completion of road. Section 17.
Congress may reduce rates of fare, when net earnings, after sundry deductions, shall exceed 10 per cent. Section 18.
Connections with other roads. Section 15.
Consolidation of companies. Sections 10 and 16 (*see* section 16, amendment of 1864).

Amendment of July 2, 1864.

Capital stock (Union Pacific), shares changed from $1,000 to $100. Section 1.
Capital stock, shall not be increased; deemed personal property. Section 2.
Coal, not included in term "mineral lands." Section 4.

Commissioners, President of the United States authorized to appoint three. Secti 6 (*see* section 4, act of 1862).
Companies, may consolidate. Section 16 (*see* sections 10 and 16, act of 1862).
Connection of roads west of initial point. Section 9.
Completion of road, Central Pacific, required to complete 25 miles per year; fo years to State line. Section 5.
Completion of road, when Central Pacific, shall reach eastern line of California, m go on 150 miles if Union Pacific is not met. Section 16 (*see* section 10, act 1862, and section 2, 1866).
Consolidation of companies. Section 16 (see sections 10 and 16, act of 1862).
Consolidated companies may build portion of line left uncompleted by any com pany; powers and duties of. Section 16.

Joint resolution, April 10, 1869.

Commissioners, appointment of, by the President to examine and report upon roads expenses and pay of. Section 2.

Act of March 3, 1873.

Capital stock, Attorney-General shall bring suit in equity for unpaid subscriptions Section 4.

Act of May 7, 1878 (Thurman act).

Compensation for services rendered the United States; amount retained; ho applied. Section 2.

Act of March 3, 1881.

Commissioner of Railroads, title changed from "Auditor of railroad accounts Section 1.

Act of July 1, 1862.

Directors, thirteen shall be elected by commissioners, shall have charge of books a property, two (additional) shall be appointed by the President of the Unit States (altered to five, section 13, act of 1864), qualifications of (amended by se tion 1, act of 1864), shall have power to appoint agents, to require payment subscriptions to capital stock (*See* section 2, amendment of 1864). Section 1.
Directors, term of office. Section 1. (*See* section 14, 1864.)

Amendment of July 2, 1864.

Damages (right of way), assessment of, how disposed of. Section 3.
Directors, fifteen to be elected by the stockholders and five to be appointed by t President of the United States. Section 13. (*See* section 1, act of 1862.)
Directors (Government), one to be placed on each standing committee of the co pany and one on each special committee. Section 13.
Directors (Government), duties of. Section 13.
Directors, time and place of election, term of office. Section 14. (*See* section act of 1862).

Act of March 3, 1873.

Directors of Union Pacific Railroad Company shall not be interested in any contr except as provided. Section 4.
Dividends shall not be made but from actual net earnings. Section 4.

Act of May 7, 1878 (Thurman act).

Dividends, when prohibited, penalty for violation. Section 6.

Act of July 1, 1862.

Fare, rates may be reduced by Congress under certain circumstances. Section 18.
Five per cent of net earnings shall be applied in payment of bonds and interest Section 6.
First-mortgage bonds (*see* "Bonds, first mortgage").

Amendment of July 2, 1864.

Failure of one company not to affect others. Section 7. (*See* section 17, act of 1862.)
Ferries, condition of construction. Section 9.
First-mortgage bonds (*see* "Bonds, first mortgage").

Act of June 22, 1874.

Five per cent of net earnings shall be demanded by the Secretary of the Treasury. Section 1.

Act of May 7, 1878 (Thurman act).

Forfeitures by companies for failure to perform requirements, how enforced. Section 11.

Act of July 1, 1862.

Grant of land, alternate sections. Section 3. (*See* section 4, amendment of 1864.)
Government bonds (*see* "Bonds, subsidy").
Government transportation, rates shall be fair and reasonable, and applied to payments of bonds and interest. Section 6.
Government transportation, half to be paid in cash. Section 6. (*See* section 5, amendment of 1864, and section 9, act of March 3, 1871.)

Amendment of July 2, 1864.

Grant of land doubled, restrictions upon. Section 4.
Government bonds (*see* "Bonds, subsidy").
Government lien, to be subordinate. Section 10.
Government transportation, one-half to be applied to payment of bonds. Section 5.

Act of May 7, 1870.

Grant of certain sections of land in locating termini of road (Central Pacific and Union Pacific companies). Section 1.

Act of March 3, 1871.

Government transportation, one-half to be paid in cash. Section 9. (*See* section 6, act of 1862, and section 5, amendment of 1864).

Act of March 3, 1875.

Government transportation, no money shall be paid to any railroad constructed by the aid of a grant of public land on condition that such road should be "a public highway," etc., company may sue in Court of Claims, statute of limitations. Section 1.

Act of July 1, 1862.

Indian titles, United States shall extinguish. Section 2. (*See* section 18, amendment of 1864.)

Amendment of July 2, 1864.

Iron, not included in term "mineral lands." Section 4.

Act of March 3, 1873.

Interest on bonds of the United States not reimbursed, Secretary of Treasury authorized to withhold payments for transportation, companies may bring suit in Court of Claims, causes on appeal to United States Supreme Court to have precedence. Section 2.

Act of April 30, 1878.

Interest on United States bonds to be deducted before payment for transportation. Section 1. (Proviso in deficiency appropriation.)

Act of May 7, 1878 (Thurman act).

Interest paid by United States on subsidy bonds: Central Pacific and West Pacific companies, $13,500,000; Union Pacific Railroad Company, $10,000,((Preamble.)
Interest on companies' obligations, when 75 per cent of net earnings are insuffici to pay, Secretary of Treasury may remit so much of the 25 per cent of earnings required to be paid into the sinking fund as may have been appl in payment of interest. Section 5.

Act of March 3, 1887.

Investments of sinking funds, how made. Section 5.

Act of May 6, 1870.

Junction point of Union Pacific and Central Pacific railroads, established nor west of station at Ogden. Section 1.

Act of July 1, 1862.

Land grants, alternate sections. Section 3 (*see* section 4, amendment of 1864).
Land patents, conditions of issue. Section 4.
Lands within 15 miles of designated route to be withdrawn from sale, etc. Sect 7 (changed to 25, section 4, amendment of 1864).
Line of road. Sections 8 and 10.
Location of road. Section 1.
Location of road at State lines and one hundredth meridian, provisions relating Section 12.

Amendment of July 2, 1864.

Land grants, doubled. Section 4 (*see* section 3, act of 1862).
Land, not to be granted to any road prior to act of 1862. Section 11.
Lands, not to be conveyed to any company until payment of cost of survey. S tion 21 (*see* section 4, act of 1862, and section 6, this amendment).
Lands, exempted from operation of act. Section 4.
Lands, patented. Section 6 (*see* section 4, act of 1862).
Lands unoccupied, how acquired. Section 3.
Leavenworth road, if built to one hundredth meridian, may proceed in defaul Union Pacific. Section 12.
Line of road, through "intervening States." Section 6 (*see* section 10, act of 18

Act of May 6, 1870.

Land, grant of certain sections to locate termini of road (Central Pacific and Ur Pacific). Section 1.
Land, reserved for schools, price of. Section 1.

Act of May 7, 1878 (Thurman act).

Liabilities of Central Pacific and Union Pacific Railroad Companies, exclusiv interest, $184,000,000. (Preamble.)

Lien of United States on all properties of companies. Section 9.

Act of July 1, 1862.

Map designating route of road, to be filed in the Department of the Interior. tion 7 (*see* section 5, amendment of 1864).
Minerals, conditions of grant. Section 3 (*see* section 4, amendment of 1864).

Amendment of July 2, 1864.

"Mineral lands," coal and iron not included. Section 4.

Act of July 3, 1866.

Map of Union Pacific (Eastern Division) Railway Company, time for filing extended. Section 1.

Act of March 3, 1887.

Mortgage, United States; proceedings necessary to protect. Section 4.

Act of July 1, 1862.

Name and title of road. Section 1.
Net earnings, 5 per cent shall be applied to bond and interest account. Section 6.
Net earnings, when amount shall exceed 10 per cent of cost (after sundry deductions) Congress may reduce rates of fare. Section 18.

Act of March 3, 1873.

Net earnings, in case 5 per cent is not applied according to law, Secretary of Treasury shall withhold payments for Government transportation; companies may bring suit in Court of Claims; causes on appeal to United States Supreme Court shall have precedence. Section 2.

Act of June 22, 1874.

Net earnings, Secretary of Treasury shall demand 5 per cent. Section 1.

Act of May 7, 1878 (Thurman act).

Net earnings, how ascertained. Section 1.
Net earnings, when 75 per cent are insufficient to pay the annual interest on prior lien of companies' obligations, Secretary of Treasury authorized to remit so much of the 25 per cent thus applied. Section 5.

Act of July 1, 1862.

Officers, to hold for three years. Section 1 (*see* section 14, amendment of 1864).

Act of February 24, 1871.

Omaha Bridge; Union Pacific Railroad Company may issue $2,500,000 of bonds to construct; Congress may regulate tolls and fares. Section 1.

Act of July 1, 1862.

Patents of land, conditions of issue. Section 4.

Act of May 6, 1870.

Private rights, shall not be affected. Section 1.

Act of March 3, 1875.

"Public highway," conditions of grant in connection with use of roads by the Government of the United States. Section 1.

Act of May 7, 1878 (Thurman act).

Property of the companies, United States lien on. Section 9.
Proceedings against the companies, when. Section 10.

Act of March 3, 1879.

Pacific railways, settlement of accounts of. Section 1.
Post-Office Department, settlement of accounts of. Section 1.

Act of March 1, 1881.

Post-Office Department, penalty for not providing railway postal cars. Secti
Postal cars, penalty for not providing. Section 1.

Act of June 30, 1882.

Payment to land-grant railroads for transportation. Section 1.

Act of March 3, 1887.

Protection of the security of the United States. Section 4.

Act of July 1, 1862.

Rates of fare may be reduced by Congress under certain circumstances. Secti
Reports (annual) to be made by companies to the Secretary of the Treasury. tion 20. (Repealed, 20 Stat., 169.) (*See* Section 1, act of June 25, 1868, and man act.)
Reservation of 25 per cent on installments of bonds. Section 17. (Repealed tion 7, amendment of 1864.)
Right of way granted. Section 2 (*see* section 3, amendment of 1864).
Route, location of, at State lines or one hundredth meridian; in case of diff between companies. President of the United States shall determine. Secti
Route of road, map to be filed in the Department of the Interior. Section 7.
Road to be used as a continuous line. Section 12 (*see* section 15, amendm 1864).
Road, other companies may connect with. Section 15.
Roads named in Section 19, may arrange with the telegraph companies now ex (*see* section 15, amendment of 1864).

Amendment of July 2, 1864.

Reservation of bonds, section 17, act of 1862, repealed.
Right of way; additional; absentees; appraisement of property; appeal; bon costs of; title after; damages, how disposed of. Section 3 (*see* section of 1862).
Roads may connect west of initial point. Section 9.
Route of road, time for designating and filing map extended one year. Sec (*see* section 7, act of 1862).

Act of June 25, 1868. *

Reports (companies), when to be made and what to contain. Section 1.
Reports (commissioners) to be made to the Department of the Interior. Sec
Reports (engineers and other officers) to be furnished annually to the Secret the Interior. Section 4 (section 20, act of 1862, repealed).

Act of June 20, 1874.

Roads to be operated as a continous line, penalty for failure or refusal. Sec

Act of June 19, 1878.

Railroad bureau, organization of. Section 2.
Reports, filing of, by railroad companies; repeal of prior laws (section 20, act o and act of June 25, 1868). Section 1.
Reports of railroad companies; of what to consist. Section 4.
Reports of railroad companies; penalty for refusal to make. Section 5.

Act of March 1, 1881.

Railway post-office car service; penalty for not providing postal cars. Sectio

* Repealed by Thurman act.

Act of July 1, 1862.

State lines, location of road. Section 12.
Stock, capital, amount and number of shares; commissioners shall receive subscriptions to; directors may require payments of. Section 1 (*see* section 2, amendment of 1864).
Stockholders shall have power to make by-laws; commissioners shall call meetings of. Section 1.
Subsidy bonds (*see* "Bonds, subsidy").

Amendment of July 2, 1864.

Stock. capital, shares changed from $1,000 to $100. Section 1.
Stock, assessment of stockholders, how paid; shall not be increased; deemed personal property. Section 2.
Subscriptions to capital stock; percentage to be paid; books to be kept open in several cities. Section 2.
Subsidy bonds (*see* "Bonds, subsidy").
Surveys, cost of; land not to be conveyed to any company until payment of. Section 21 (*see* section 4, act of 1862, and section 6, this amendment).

Joint resolution, April 10, 1869.

Stockholders of Union Pacific Railroad Company shall elect a board of directors and establish their general office. Section 1.

Act of May 6, 1870.

School lands reserved. Section 1.

Act of March 3, 1873.

Subscriptions to capital stock unpaid; Attorney-General shall bring suit in equity. Section 4.

Act of May 7, 1878. (Thurman act.)

Sinking fund established. Section 3. (amended by section 5, act of March 3, 1887).
Sinking fund, credits and payments to. Section 4.
Sinking fund, application of. Section 8.

Act of March 3, 1887.

Sinking funds, investment of. Section 5.

Act of July 1, 1862.

Track to be of uniform width. Section 12.
Transportation services rendered the United States; rates shall be fair and reasonable; half to be paid in cash. Section 6 (*see* section 5, amendment of 1864).
Telegraph companies now existing; roads named in section 19 may arrange with, (*see* section 15, amendment of 1864).
Treasurer to give bond. Section 1.
Timber, conditions of grant. Section 3.

Amendment of July 2, 1864.

Transportation services rendered the United States, one-half compensation shall be applied to the payment of bonds issued by the Government. Section 5 (*see* section 6, act of 1862).
Telegraphing, penalty for failure to extend facilities to the public. Section 15 (*see* section 19, act of 1862).
Timber in land grants to belong to company, with a proviso. Section 4.
Title to right of way, payment of. Section 3.

Joint resolution, April 10, 1869.

Termini of roads (Union Pacific and Central Pacific) shall be at or n
Section 1.

Act of May 6, 1870.

Termini of roads, location of (Union Pacific and Central Pacific); gran
sections of land. Section 1.

Act of March 3, 1871.

Transportation services rendered the Government by Pacific railroads; on
pensation to be paid in cash. Section 9.

Act of March 3, 1873.

Transportation services rendered the Government; Secretary of the Treas
ized to withhold payments for reimbursement of interest and 5 per
earnings; companies may bring suit in Court of Claims; causes o
Supreme Court, United States, shall have precedence. Section 2.

Act of March 3, 1875.

Transportation of property or troops of the United States; no money sh
to any railroad constructed by the aid of a grant of public land on th
that such road should be a "public highway;" companies may br
Court of Claims. Section 1.

Act of April 30, 1878.

Transportation of Army; proviso in deficiency appropriation.

Act of May 7, 1878. (Thurman act.)

Transportation services rendered the Government; amount retained; h
Section 2.

Act of June 30, 1882.

Transportation of Army, payment to land-grant railroads for. Section 1

Act of July 1, 1862.

United States bonds (*see* "Bonds, subsidy").
United States to extinguish Indian titles. Section 2.

Amendment of 1864.

Uncompleted work, consolidated roads may finish. Section 16.
Unoccupied lands, how acquired. Section 3.

Act of May 7, 1878. (Thurman act.)

United States lien on all property of the railroad companies. Section 9.

Act of July 1, 1862.

Vacancies in Board of Commissioners, how filled. Section 4 (*see* sectio
ment of 1864).

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY COMPANY.

Act of June 28, 1884.

"Iron Mountain Railroad Company," repeal of act of July 4, 1866.
Land grant, alternate sections, designated by odd numbers, 10 sections in width on each side of road. (Preamble.)
Lands, restored to the public domain. Section 1.
Line of road. Section 1.
Release of obligations, exclusion of part of line from operation of. Section 1.
Settlers on land grant, at the time of the passage of this act, shall have a prior right to acquire the same, not exceeding 160 acres; proviso. Section 1.

SIOUX CITY AND PACIFIC RAILROAD COMPANY.

Act of March 3, 1879.

Accounts, for transportation services rendered the United States, settlement of. Section 1.

Amendment of July 2, 1864.

Bonds, company entitled to same amount as if road was constructed by Union Pacific. Section 17.
Completion of road, proviso. Section 17.

Act of July 1, 1862.

Line of road (*see* section 17, amendment of 1864). Section 14.

Amendment of July 2, 1864.

Land grant; alternate sections 10 miles in width along entire length of road. Section 17.
Road, if not completed within ten years, shall be forfeited to and become the property of the United States. Section 17.
SOUTHERN TRANSCONTINENTAL RAILWAY COMPANY (heretofore merged in and consolidated with the Texas and Pacific Railway Company under the laws of the State of Texas).

Act of June 22, 1874.

Mortgage of road and property, east of Fort Worth by the Texas and Pacific Railway Company, to secure construction bonds; authorized. Section 1.

SOUTHERN PACIFIC RAILROAD COMPANY OF CALIFORNIA.

Act of July 27, 1866.

Connection may be made with Atlantic and Pacific Railroad at or near the boundary line of California. Section 18.
Gauge shall be uniform with Atlantic and Pacific Railroad. Section 18.
Land grant shall be same as Atlantic and Pacific Railroad. Section 18.
Rates shall be same as Atlantic and Pacific Railroad. Section 18.

Act of June 25, 1868.

Annual reports (same as Union Pacific) shall be made to the Secretary of the Interior on or before October 1, in each year. Section 2. (Repealed, act of June 19, 1878.)

Act of March 3, 1871.

Construction of road to connect the Texas Pacific Railroad with San Francisco; authorized, with a proviso. Section 23.

Act of June 22, 1874.

Mortgages, by Texas and Pacific Railway Company, to secure construction bonds, shall embrace the road and property of Southern Pacific Railroad Company east of Fort Worth. Section 1.

TEXAS PACIFIC RAILROAD COMPANY.

Act of March 3, 1871.

Atlantic and Pacific Railroad Company, rights of shall not be impaired in construction of road by Southern Pacific Railroad Company of California, to connect the "Texas Pacific" with San Francisco. Section 23.
American ore shall be used in the manufacture of iron and steel rails. Section 16.
Annual report, when and where to be made, and what to contain. Section 13.
Arrangements (running), authorized with other companies. Section 5.
Assets of purchased roads, debts greater than, not to be assumed. Section 6.
Bonds (construction and land), issue of, by company, and security for; proceeds of sales, how applied. Section 11.
Bonds issued by company, amount of; payable in gold; how signed. Section 14.
Bonds (construction and land), limitations as to. Section 14.
Buildings, lands granted not exceeding 40 acres at any one point. Section 8.
By-laws, authority to make and enforce. Section 7.
Capital stock, opening of books for subscriptions to. Section 2.
Capital stock, $50,000,000, not to be increased without consent of Congress. Section 3.
Capital stock, how signed. Section 14.
Coal, not included in "Mineral." Section 9.
Company incorporated. Section 1.
Completion of road, issue of patents for each 20-mile section. Section 12.
Completion of road within ten years, Congress may secure. Section 17.
Compensation for transportation services rendered the United States; rates shall be fair and reasonable. Section 19.
Commissioners, constitution of board, meetings of. Section 2.
Commissioners to examine road, appointment of. Section 18.
Congress may insure speedy completion of road. Section 17.
Connections with other roads, no discrimination against; rates not to exceed prices fixed by Congress on Union Pacific and Central Pacific roads. Section 15.
Construction of road by Southern Pacific Railroad Company, to connect the "Texas Pacific" with San Francisco; rights of Atlantic and Pacific Company shall not be impaired. Section 23.
Construction of road, materials may be taken from adjacent lands. Section 8.
Construction bonds (*see* "Bonds").
Construction of road, where to begin, progress of work, Congress may insure speedy completion. Section 17.
Consolidation of road with any company not having a competing through line authorized. Section 4.
Contracts for construction of road, shall not be made by directors. Section 20.
Debts of purchased roads, greater in amount than the cash value of assets received, shall not be assumed. Section 6.
Depots, companies crossing road shall have lands for. Section 2.
Directors, number of, term of office, shall elect officers. Section 2.
Directors, shall not contract for construction of any part of road. Section 20.
Discriminations against connecting roads, shall not be made. Section 15.
Election of officers. Section 2.
Franchises and rights of purchased roads, shall vest in Texas Pacific Railroad Company, obligations shall be assumed except debts greater in amount than the cash value of assets received. Section 6.
Grant of land (*see* "Land grant").
Grounds for stations, etc., not exceeding 40 acres of land at any one point, granted. Section 8.
Homestead acts, provisions of extended to other lands. Section 12.
Incorporation of company. Section 1.
Interest on bonds, issued by company, payable in gold. Section 14.
Iron, not included in "Mineral." Section 9.
Land bonds (*see* "Bonds").
Lands, acquisition of. Section 5.
Lands, granted for stations, buildings, etc., not exceeding 40 acres at any one point. Section 8.
Land grant, 40 sections per mile in Territories, and 20 sections per mile in California. Section 9.
Land granted; if disposed of, other lands may be selected; limits of; provision as to Mexican boundary. Section 9.
Lands granted in California. Section 9.
Lands granted and not sold or disposed of in three years, to be subject to settlement. Section 9.

tents shall issue on completion of each 20-mile section. Sections 12 and 18.
thdrawal of, from preëmption and sale. Section 12.
posal of, to other companies crossing road. Section 21.
or), not to be impaired. Section 6.
ad. Section 1.
ad, to be filed within two years. Section 12.
for construction of road may be taken from adjacent lands. Section 8.
oundary, provisions as to. Section 9.
post road," railroad declared to be. Section 19.
" not to include iron or coal. Section 9.
of road, franchises, grants, and acquired lands as security for issue of bonds,
filed and recorded in Department of Interior. Section 11.
s issued by company, amount of, how signed, interest payable in gold.
n 14.
d lands, limit of construction and land bonds. Section 14.
oad changed from "Texas Pacific Railroad Company" to The Texas and
c Railway Company (*see* Act of May 2, 1872). Section 1.
ans, Baton Rouge and Vicksburg Railroad Company, provision as to.
n 22.
lection of. Section 2.
ns of purchased roads shall be assumed, except debts greater in amount
he cash value of assets received. Section 6.
all be issued on completion of each 20 miles of road. Section 12 and 18.
on of lands. Section 12.
nds, right of way shall be secured in accordance with law. Section 10.
l roads, rights, franchises, etc., to vest in Texas Pacific Railroad Company,
tions to be assumed, except debts greater in amount than the cash value
ets received. Section 6.
ll not exceed prices fixed by Congress on Union Pacific and Central
e. Section 15.
vernment) shall be fair and reasonable. Section 19.
erican ore shall be used in manufacture of. Section 16.
leclared a "military post road." Section 19.
see "Annual reports").
way, 200 feet in width on each side of road. Section 8.
way through lands of private persons, how secured. Section 10.
way by companies crossing road. Section 21.
anchises, etc., of purchasing roads, to vest in Texas Pacific Railroad Com-
Section 6.
of. Section 1.
sed by other companies; lands and right of way. Section 21.
chased, rights, franchises, etc., to vest in Texas Pacific Railroad Company.
n 6.
be designated within two years. Section 12.
hority to make and enforce. Section 7.
buildings, etc.; land granted, not exceeding 40 acres at any one point.
n 8.
Bay; "ship's channel" not to be construed as conveying special right to
front. Section 9.
t of lands granted and not sold or disposed of within three years, author-
. Section 9.
annel;" not to be construed as conveying special right to water front
Diego Bay. Section 9.
"Capital stock").
ers; to organize company; annual meetings. Section 2.
Pacific Railroad Company of California may construct a road to connect
xas Pacific Railroad with San Francisco. Section 23.
ons to capital stock; opening of books. Section 2.
ation (United States); not to be impeded. Section 19.

TEXAS AND PACIFIC RAILWAY COMPANY.

Act of May 2, 1872.

ore to be used in manufacture of iron and steel rails; with a proviso.
n 4.
nstruction), issue of; limitation. Section 2.
nd), how secured; limitation. Section 2.
oceeds of; how only to be applied. Section 3.

Act of March 3, 1873.

Bonds issued by company; may be payable in gold or other lawful money. Se tion 1.

Act of June 22, 1874.

Bonds (construction); may be secured by new mortgages; limit of. Section 1.

Act of May 2, 1872.

Capital stock, proceeds of; how only to be applied. Section 3.
Completion of road, time of; Congress may insure. Section 5.
Construction bonds (*see* "Bonds").

Act of June 22, 1874.

Consolidated roads; shall be deemed and taken as part of Texas and Pacific Ra way. Section 1.

Act of May 2, 1872.

Equipment, standard of; same as required of existing Pacific Railways. Section
Franchises, heretofore conferred upon "Texas Pacific Railroad Company;" Te and Pacific Railway Company shall have, possess, and enjoy. Section 1.
Granted lands (*see* "Land grant").
Gauge shall be uniform. Section 5.
Land bonds (*see* "Bonds").
Land grant; may be included in mortgage to secure construction bonds; not reviv enlarged, extended, or created by this act. Section 2.
Liens (prior); not affected. Section 3.
Line of road. Section 5.

Act of June 22, 1874.

Lands (public), no further rights granted. Section 1.

Act of May 2, 1872.

Mortgages, amount of land bonds shall not exceed $2.50 per acre. Section 2.
Mortgages, to be filed and recorded in Department of Interior, shall not imp or affect prior lien. Section 3.

Act of March 3, 1873.

Mortgages (former) legalized, if other requirements of law have been complied w Section 1.

Act of June 22, 1874.

Mortgages (new) may be issued to secure construction bonds. Section 1.
Mortgages, on record with Secretary of Interior, may be canceled and mortga authorized by this act substituted; limit of. Section 1.
Mortgages, shall embrace roads and property of Southern Pacific Railroad Comp and of the Southern Transcontinental Railway Company east of Fort Wo Section 1.

Act of May 2, 1872.

Name of road, changed from "Texas Pacific Railroad Company" to Texas Pacific Railway Company. Section 1.
Rails, American ore to be used in manufacture of, with a proviso. Section 4.
Rights, privileges, and franchises heretofore conferred upon "Texas Pacific Railr Company," Texas and Pacific Railway Company shall have, possess, and en Section 1.
Road, standard of, same as required of existing Pacific railways. Section 3.
Road, from San Diego eastward, provision as to. Section 5.
Road, between Marshall and Shreveport, how to be controlled and operated. S tion 5.

Act of June 22, 1874.

Rights to public lands, none further granted. Section 1.

Act of May 2, 1872.

Stock (*see* "Capital stock").
Standard of road and equipment, same as required of existing Pacific railways. Section 3.

UNION PACIFIC RAILROAD COMPANY, EASTERN DIVISION (formerly "Leavenworth, Pawnee and Western" Railroad Company).

Amendment of July 2, 1864.

Bonds (subsidy), shall not be issued to. Section 12.
Line of road. Section 12.

Act of March 3, 1869.

Authorized to contract with Denver Pacific Railway and Telegraph Company for construction of road between Denver and Cheyenne, forming a continuous line from Kansas City to Cheyenne. (*See* Denver Pacific Railway and Telegraph Company.)

Joint resolution of March 3, 1869.

Authorized to change its name to the Kansas Pacific Railway Company.

UNION PACIFIC RAILROAD COMPANY. UNION PACIFIC RAILWAY COMPANY.

See Pacific Railroad acts.

WESTERN PACIFIC RAILROAD COMPANY.

See Pacific Railroad acts.

APPENDIX A 2.

LAWS OF THE UNITED STATES AFFECTING PACIFIC RAILROADS.

ACT OF JULY 1, 1862.

12 Stat. 489.

AN ACT to aid in the construction of a railroad and telegraph line from the souri River to the Pacific Ocean, and to secure to the Government the use of same for postal, military, and other purposes.

Be it enacted by the Senate and House of Representatives of the Un States of America in Congress assembled, That Walter S. Burgess, W iam P. Blodgett, Benjamin H. Cheever, Charles Fosdick Fletcher, Rhode Island; * * * together with five commissioners to be pointed by the Secretary of the Interior, and all persons who shall may be associated with them, and their successors, are hereby crea and erected into a body corporate and politic in deed and in law, the name, style, and title of "The Union Pacific Railroad Company and by that name shall have perpetual succession, and shall be able sue and to be sued, plead and be impleaded, defend and be defend in all courts of law and equity within the United States, and m make and have a common seal; and the said corporation is hereby thorized and empowered to lay out, locate, construct, furnish, mainta and enjoy a continuous railroad and telegraph, with the appurtenanc from a point on the one hundredth meridian of longitude west fr Greenwich, between the south margin of the Valley of the Republic River and the north margin of the Valley of the Platte River, in Territory of Nebraska, to the western boundary of Nevada Territo upon the route and terms herinafter provided, and is hereby ves with all the powers, privileges, and immunities necessary to ca into effect the purposes of this act as herein set forth. The capi stock of said company shall consist of one hundred thousand sha of one thousand dollars each, which shall be subscribed for and h in not more than two hundred shares by any one person, and shall transferable in such manner as the by-laws of said corporation sh provide. The persons hereinbefore named, together with those to appointed by the Secretary of the Interior, are hereby constituted a appointed commissioners, and such body shall be called the Board Commissioners of the Union Pacific Railroad and Telegraph Compa and twenty-five shall constitute a quorum for the transaction of bu ness. The first meeting of said Board shall be held at Chicago at s time as the commissioners from Illinois herein named shall appoi not more than three nor less than one month after the passage of t act, notice of which shall be given by them to the other commission by depositing a call thereof in the post-office at Chicago, post-paid, their address at least forty days before said meeting, and also by p lishing said notice in one daily newspaper in each of the cities Chicago and Saint Louis. Said Board shall organize by the cho from its number of a president, secretary, and treasurer, and they sh require from said treasurer such bonds as may be deemed proper, a may from time to time increase the amount thereof as they may de proper. It shall be the duty of said Board of Commissioners to o books, or cause books to be opened, at such times and in such princi cities in the United States as they or a quorum of them shall det mine, to receive subscriptions to the capital stock of said corporati and a cash payment of ten per centum on all subscriptions, and receipt therefor. So soon as two thousand shares shall be in g faith subscribed for, and ten dollars per share actually paid into t treasury of the company, the said president and secretary of said Bo of Commissioners shall appoint a time and place for the first meeti of the subscribers to the stock of said company, and shall give not thereof in at least one newspaper in each State in which subscripti books have been opened at least thirty days previous to the day

Name and title.

Location, &c.

Amt. and number of shares of stock changed from $1,000 to $100. Sec. 1, act 1864.

Comm'rs, how appointed and to hold meeting.

Treasurer to give bond, &c.

Books to be kept open. See sec. 2, 1864.

Comm'rs to call meeting of stockholders.

, and such subscribers as shall attend the meeting so called, ı person or by proxy, shall then and there elect by ballot not ı thirteen directors for said corporation; and in such election .re of said capital shall entitle the owner thereof to one vote. ıident and secretary of the Board of Commissioners shall act :tors of said election, and shall certify under their hands the f the directors elected at said meeting; and the said com- r, treasurer, and secretary shall then deliver over to said ı all the properties, subscription books, and other books in ıssession, and thereupon the duties of said commissioners and ers previously appointed by them shall cease and determine and thereafter the stockholders shall constitute said body ınd corporate. At the time of the first and each triennial of directors by the stockholders two additional directors shall nted by the President of the United States, who shall act with ' of directors, and to be denominated directors on the part of ırnment; any vacancy happening in the Government directors me may be filled by the President of the United States. The ı to be appointed by the President shall not be stockholders in ın Pacific Railroad Company. The directors so chosen shall, ıs may be after their election, elect from their own number a t and vice-president, and shall also elect a treasurer and secre- o person shall be a director in said company unless he shall be de owner of at least five shares of stock in the said company, ıe two directors to be appointed by the President as aforesaid. ıpany, at any regular meeting of the stockholders called for pose shall have power to make by-laws, rules, and regulations ıhall deem needful and proper, touching the disposition of the operty, estate, and effects of the company, not inconsistent ı, the transfer of shares, the term of office, duties and conduct officers and servants, and all matters whatsoever which may n to the concerns of said company; and the said board of di- hall have power to appoint such engineers, agents, and sub- s as may from time to time be necessary to carry into effect the f this act, and to do all acts and things touching the location truction of said road and telegraph. Said directors may require s of subscription to the capital stock, after due notice, at such d in such proportions as they shall deem necessary to complete ɔad and telegraph within the time in this act prescribed. Said t, vice-president, and directors shall hold their office for three ıd until their successors are duly elected and qualified, or for time as the by-laws of the corporation may prescribe; and a of said directors shall constitute a quorum for the transaction ıss. The secretary and treasurer shall give such bonds, with ırity, as the said board shall from time to time require, and d their office at the will and pleasure of the directors. An- tings of the stockholders of the said corporation, for the choice ı (when they are to be chosen) and for the transaction of an- ness, shall be holden at such time and place and upon such may be prescribed in the by-laws.

To elect directors. See sec. 13, act of 1864.

Books and property to be delivered to directors.

Two directors to be appointed by the President of the U. S.

Altered to five. Sec. 13, act of 1864.

Directors shall each be owners of five shares of stock changed to fifty. Sec. 1. 1864.

Company make by-laws.

Directors to appoint agents, &c.

Directors to require payment of subscriptions. Sec. 2, act of 1864.

Officers to hold for three years altered by sec. 13, 1864.

And be it further enacted, That the right of way through the ıds be, and the same is hereby, granted to said company for ruction of said railroad and telegraph line; and the right, ıd authority is hereby given to said company to take from the ıds adjacent to the line of said road, earth, stone, timber, and erials for the construction thereof; said right of way is granted ailroad to the extent of two hundred feet in width on each id railroad where it may pass over the public lands, including ıary grounds for stations, buildings, workshops, and depots, shops, switches, side tracks, turntables, and water stations. ed States shall extinguish as rapidly as may be the Indian ıll lands falling under the operation of this act and required ıid right of way and grants hereinafter made.

Right of way granted.

See sec. 3, 1864.

U. S. to extinguish Indian titles. Sec. 18, 1864.

And be it further enacted, That there be, and is hereby, granted ıd company, for the purpose of aiding in the construction of road and telegraph line, and to secure the safe and speedy ation of the mails, troops, munitions of war, and public stores every alternate section of public land, designated by odd to the amount of *five* alternate sections per mile on each side ıilroad, on the line thereof, and within the limits of *ten* miles ıide of said road, not sold, reserved, or otherwise disposed of

Land grants—alternate sections.

Changed to TEN by sec. 4, 1864.

Changed to TWENTY. Sec. 4, 1864.

by the United States, and to which a preëmption or homestead cl may not have been attached, at the time the line of said road is nitely fixed: *Provided*, That all *mineral lands* shall be excepted f the operation of this act; but where the same shall contain timber, timber thereon is hereby granted to said company. And all such l so granted by this section, which shall not be sold or disposed o said company within three years after the entire road shall have l completed, shall be subject to settlement and preëmption, like o lands, at a price not exceeding one dollar and twenty-five cents acre, to be paid to said company.

Minerals and timber. Sec. 4, 1864.

On completion of forty miles changed to TWENTY by sec. 6, 1864. U. S. commissioners to examine.

SEC. 4. *And be it further enacted*, That whenever said company s have completed forty consecutive miles of any portion of said rail and telegraph line, ready for the service contemplated by this act, supplied with all necessary drains, culverts, viaducts, crossings, sidi bridges, turnouts, watering places, depots, equipment furniture, all other appurtenances of a first-class railroad, the rails and all other iron used in the construction and equipment of said road t American manufacture of the best quality, the President of the Un States shall appoint three commissioners to examine the same an port to him in relation thereto; and if it shall appear to him that f consecutive miles of said railroad and telegraph line have been pleted and equipped in all respects as required by this act, then, certificate of said commissioners to that effect, patents shall issue veying the right and title to said lands to said company, on each of the road as far as the same is completed, to the amount afores and patents shall in like manner issue as each forty miles of said road and telegraph line are completed, upon certificate of said missioners. Any vacancies occurring in said board of commissio by death, resignation, or otherwise, shall be filled by the Preside the United States: *Provided, however*, That no such commissio shall be appointed by the President of the United States unless t shall be presented to him a statement, verified on oath by the presi of said company, that such forty miles have been completed, in manner required by this act, and setting forth with certainty the p where such forty miles begin and where the same end; which shall be taken before a judge of a court of record.

Patents of land to issue on completion of 40 miles changed to to 20. Sec. 6, 1864.

Vacancies in comm'rs. See sec. 6, act of 1864.

Government bonds. See secs. 8 and 10, act 1864.

Now 20 miles. Sec. 10, 1864.

See sec. 11 of this act, for 32,000 and $48,000 per mile.

SEC. 5. *And be it further enacted*, That for the purpose herein tioned the Secretary of the Treasury shall, upon the certificate in ing of said commissioners of the completion and equipment of consecutive miles of said railroad and telegraph in accordance the provisions of this act, issue to said company bonds of the U States of one thousand dollars each, payable in thirty years after bearing six per centum per annum interest (said interest payables annually), which interest may be paid in United States treasury or any other money or currency which the United States have or declare lawful money and a legal tender, to the amount of sixtee said bonds per mile for such section of forty miles; and to secur repayment to the United States, as hereinafter provided, of the am of said bonds so issued and delivered to said company, together all interest thereon which shall have been paid by the United St the issue of said bonds and delivery to the company shall *ipso* constitute a first mortgage on the whole line of the railroad and graph, together with the rolling stock, fixtures and property of e kind and description, and in consideration of which said bonds m issued; and on the refusal or failure of said company to redeem bonds, or any part of them, when required so to do by the Secreta the Treasury, in accordance with the provisions of this act, the road, with all the rights, functions, immunities, and appurten thereunto belonging, and also all lands granted to the said com by the United States, which, at the time of said default, shall re in the ownership of the said company, may be taken possession o the Secretary of the Treasury, for the use and benefit of the U States: *Provided*, This section shall not apply to that part of any now constructed.

Lien of U. S. bonds made subordinate. See sec. 10, act of 1864.

See sec. 10, act 1864.

Modified. See sec. 5, act of 1864.

Bonds, when and how paid.

SEC. 6. *And be it further enacted*, That the grants aforesaid are upon condition that said company shall pay said bonds at matu and shall keep said railroad and telegraph line in repair and use, shall at all times transmit dispatches over said telegraph line, transport mails, troops, and munitions of war, supplies, and p stores upon said railroad for the Government, whenever required

department thereof, and that the Government shall at all
s the preference in the use of the same for all the purposes
(at fair and reasonable rates of compensation, not to exceed
its paid by private parties for the same kind of service;) and
nsation for services rendered for the Government shall be
the payment of said bonds and interest until the whole
fully paid. Said company may also pay the United States,
in part, in the same or other bonds, treasury notes, or other
of debt against the United States, to be allowed at par; and
road is completed, until said bonds and interest are paid, at
per centum of the net earnings of said road shall also be
pplied to the payment hereof.

Fair and reasonable rates of compensation.

Government transportation—half to be paid in cash. See sec. 5, act of 1864.

Five per cent. net earnings.

nd be it further enacted, That said company shall file their
his act, under the seal of said company, in the Department
rior, within one year after the passage of this act, and shall
id railroad and telegraph from the point of beginning as
nded, to the western boundary of Nevada territory before
of July, one thousand eight hundred and seventy-four:
hat within two years after the passage of this act said com-
lesignate the general route of said road, as near as may be,
le a map of the same in the Department of the Interior,
the Secretary of the Interior shall cause the lands within
of said designated route or routes to be withdrawn from
, private entry, and sale; and when any portion of said
be finally located, the Secretary of the Interior shall cause
his hereinbefore granted to be surveyed and set off as fast as
essary for the purposes herein named: *Provided*, That in
point of connection of the main trunk with the eastern con-
shall be fixed at the most practicable point for the con-
the Iowa and Missouri branches, as hereinafter provided.

Assent of company to be filed, &c.

Time of completion extended. See sec. 5, 1864.

See sec. 4, act 1864. Map, &c., designating route to be filed, &c.

Lands designated, &c.

nd be it further enacted, That the line of said railroad and
hall commence at a point on the one hundredth meridian of
est from Greenwich, between the south margin of the val-
epublican River and the north margin of the valley of the
, in the territory of Nebraska, at a point to be fixed by the
the United States, after actual surveys; thence running
on the most direct, central, and practicable route, through
ies of the United States, to the western boundary of the
Nevada, there to meet and connect with the line of the
ific Railroad Company of California.

From 100th meridian to Nevada.

See sec. 10 of this act.

nd be it further enacted, That the Leavenworth, Pawnee and
ilroad Company of Kansas are hereby authorized to con-
road and telegraph line, from the Missouri River, at the
e Kansas River, on the south side thereof, so as to connect
cific Railroad of Missouri, the aforesaid point, on the one
neridian of longitude west from Greenwich, as herein pro-
the same terms and conditions in all respects as are pro-
act for the construction of the railroad and telegraph line
ned, and to meet and connect with the same at the meridian
e aforesaid; and in case the general route or line of road
issouri River to the Rocky Mountains should be so located
e a departure northwardly from the proposed line of said
road before it reaches the meridian of longitude aforesaid,
of said Kansas road shall be made so as to conform thereto;
lroad through Kansas shall be so located between the mouth
as River, as aforesaid, and the aforesaid point, on the one
neridian of longitude, that the several railroads from Mis-
wa, herein authorized to connect with the same, can make
within the limits prescribed in this act, provided the same
without deviating from the general direction of the whole
Pacific coast. The route in Kansas, west of the meridian of
to the aforesaid point, on the one hundredth meridian of
o be subject to the approval of the President of the United
to be determined by him on actual survey. And said Kan-
may proceed to build said railroad to the aforesaid point,
hundredth meridian of longitude west from Greenwich, in
y of Nebraska. The Central Pacific Railroad Company of
a corporation existing under the laws of the State of Cali-
hereby authorized to construct a railroad and telegraph line
cific coast, at or near San Francisco, or the navigable waters
amento River to the eastern boundary of California, upon

Kansas Co. to construct road, &c.

Central Pacific R. R. Co., of California, authorized to construct road on same terms and conditions.

the same terms and conditions, in all respects, as are containe act for the construction of said railroad and telegraph line i tioned, and to meet and connect with the first-mentioned rail telegraph line on the eastern boundary of California. Eac companies shall file their acceptance of the conditions of this Department of the Interior within six months after the passa act.

Time of doing work, etc.

SEC. 10. *And be it further enacted*, That the said company by the State of Kansas shall complete one hundred miles of t road, commencing at the mouth of the Kansas River aforesai two years after filing their assent to the conditions of this act, provided, and one hundred miles per year thereafter until th completed; and the said Central Pacific Railroad Company of C shall complete fifty miles of their said road within two years a their assent to the provisions of this act, as herein provided, miles per year thereafter until the whole is completed; and s pleting their roads respectively, said companies, or either of t unite upon equal terms with the first-named company in con so much of said railroad and telegraph line and branch railr telegraph lines in this act hereinafter mentioned, through th ries from the State of California to the Missouri River, as s remain to be constructed, on the same terms and conditions as in this act in relation to the said Union Pacific Railroad C And the Hannibal and Saint Joseph Railroad, the Pacific Railr pany of Missouri, and the first-named company, or either of filing their assent to this act, as aforesaid, may unite upon eq under this act, with the said Kansas company, in construc railroad and telegraph, to said meridian of longitude, with th of the said State of Kansas; and in case said first-named comp complete their line to the eastern boundary of California be completed across said State by the Central Pacific Railroad of California, said first-named company is hereby authorize tinue in constructing the same through California, with the said State, upon the terms mentioned in this act, until said r meet and connect, and the whole line of said railroad and tel completed; and the Central Pacific Railroad Company of C after completing its road across said State, is authorized to the construction of said railroad and telegraph through the T of the United States* to the Missouri River, including the bra specified in this act, upon the routes hereinbefore and herein cated, on the terms and conditions provided in this act in re the said Union Pacific Railway Company, until said roads sl and connect, and the whole line of said railroad and branche egraph is completed.

Changed to 25 miles. See sec. 5, act 1864.

Companies may unite in building on equal terms. Sec. 16, 1864, also sec. 16 of this act.

Central Pacific R. R. Co. may continue, &c., to meet other road.

Authority confirmed. See sec. 16, act of 1864, last clause. Also sec. 2, 1866.

Subsidy bonds treble over the Rocky and Sierra Nevada Mountains.

SEC. 11. *And be it further enacted*, That for three hundred mi road most mountainous and difficult of construction, to wit: dred and fifty miles westwardly from the eastern base of tl Mountains, and one hundred and fifty miles eastwardly from ern base of the Sierra Nevada Mountains, said points to be fi President of the United States, the bonds to be issued to aid i struction thereof shall be treble the number per mile hereinb vided, and the same shall be issued, and the lands herein g set apart, upon the construction of every twenty miles thei the certificate of the commissioners as aforesaid that twenty tive miles of the same are completed; and between the sec named of one hundred and fifty miles each, the bonds to be aid in the construction thereof shall be double the number first mentioned, and the same shall be issued, and the lan granted be set apart, upon the construction of every twe thereof, upon the certificate of the commissioners as afore twenty consecutive miles of the same are completed: *Provided* more than fifty thousand of said bonds shall be issued unde to aid in constructing the main line of said railroad and tele

Modified. Sec. 8, 1864.

Subsidy bonds double between the mountains.

Location at State lines and 100 meridian.

SEC. 12. *And be it further enacted*, That whenever the rou railroad shall cross the boundary of any State or Territor meridian of longitude, the two companies meeting or unit shall agree upon its location at that point, with reference to direct and practicable through route, and in case of differenc

* See section 6, act of July 2, 1864. The words "and States intervening"

them as to said location the President of the United States shall determine the said location; the companies named in each State and Territory to locate the road across the same between the points so agreed upon, except as herein provided. The track upon the entire line of railroad and branches shall be of uniform width, to be determined by the President of the United States, so that, when completed, cars can be run from the Missouri River to the Pacific Coast; the grades and curves shall not exceed the maximum grades and curves of the Baltimore and Ohio Railroad; the whole line of said railroad and branches and telegraph shall be operated and used for all purposes of communication, travel, and transportation, so far as the public and Government are concerned, as one connected, continuous line; and the companies herein named in Missouri, Kansas, and California, filing their assent to the provisions of this act, shall receive and transport all iron rails, rails, spikes, ties, timber, and all materials required for constructing and furnishing said first-mentioned line between the aforesaid point, at the one hundredth meridian of longitude and western boundary of Nevada territory, whenever the same is required by said first-named company, at cost, over that portion of the roads of said companies constructed under the provisions of this act.

Track to be of uniform width, &c.

To be used as continuous line, &c.

SEC. 13. *And be it further enacted*, That the Hannibal and Saint Joseph Railroad Company of Missouri may extend its roads from Saint Joseph via Atchison, to connect and unite with the road through Kansas, upon filing its assent to the provisions of this act, upon the same terms and conditions, in all respects, for one hundred miles in length next to the Missouri River, as are provided in this act for the construction of the railroad and telegraph line first mentioned, and may for this purpose use any railroad charter which has been or may be granted by the legislature of Kansas: *Provided*, That if actual survey shall render it desirable, the said company may construct their road, with the consent of the Kansas legislature, on the most direct and practicable route west from Saint Joseph, Missouri, so as to connect and unite with the road leading from the western boundary of Iowa at any point east of the one hundredth meridian of west longitude, or with the main trunk road at said point; but in no event shall lands or bonds be given to said company, as herein directed, to aid in the construction of their said road for a greater distance than one hundred miles. And the Leavenworth, Pawnee, and Western Railroad Company of Kansas may construct their road from Leavenworth to unite with the road through Kansas.

H. & St. J. road may be extended, etc.

SEC. 14. *And be it further enacted*, That the said Union Pacific Railroad Company is hereby authorized and required to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connection with the line of said company at some point on the one hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions, in all respects, as are contained in this act for the construction of the said railroad and telegraph first mentioned; and the said Union Pacific Railroad Company shall complete one hundred miles of the road and telegraph in this section provided for, in two years after filing their assent to the conditions of this act, as by the terms of this act required, and at the rate of one hundred miles per year thereafter, until the whole is completed: *Provided*, That a failure upon the part of said company to make said connection in the time aforesaid, and to perform the obligations imposed on said company by this section and to operate said road in the same manner as the main line shall be operated, shall forfeit to the Government of the United States all the rights, privileges, and franchises granted to and conferred upon said company by this act. And whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City, then the said Pacific Railroad Company is hereby authorized and required to construct a railroad and telegraph from said Sioux City upon the most direct and practicable route to a point on, and so as to connect with, the branch railroad and telegraph in this section hereinbefore mentioned, or with the said Union Pacific Railroad, said point of junction to be fixed by the President of the United States, not further west than the one hundredth meridian of longitude aforesaid, and on the same terms and conditions

Iowa road from western boundary of Iowa.

U. P. R. R. Co. required to construct Sioux City road. Sec. 17, act of 1864.

as provided in this act for the construction of the Union Pacific Railroad as aforesaid, and to complete the same at the rate of one hundred miles per year; and should said company fail to comply with the requirements of this act in relation to the said Sioux City railroad and telegraph, the said company shall suffer the same forfeitures prescribed in relation to the Iowa branch railroad and telegraph hereinbefore mentioned.

Other companies may connect, &c.

SEC. 15. *And be it further enacted*, That any other railroad company now incorporated, or hereafter to be incorporated, shall have the right to connect their road with the road and branches provided for by this act, at such places and upon such just and equitable terms as the President of the United States may prescribe. Wherever the word company is used in this act it shall be construed to embrace the words their associates, successors, and assigns, the same as if the words had been properly added thereto.

Word company explained.

Companies authorized to consolidate. See sec. 16, act of 1864. Also sec. 10 of this act.

SEC. 16. *And be it further enacted*, That at any time after the passage of this act all of the railroad companies named herein, and assenting hereto, or any two or more of them, are authorized to form themselves into one consolidated company; notice of such consolidation, in writing, shall be filed in the Department of the Interior, and such consolidated company shall thereafter proceed to construct said railroad and branches and telegraph line upon the terms and conditions provided in this act.

Congress may compel speedy completion of road.

SEC. 17. *And be it further enacted*, That in case said company or companies shall fail to comply with the terms and conditions of this act, by not completing said road and telegraph and branches within a reasonable time, or by not keeping the same in repair and use, but shall permit the same, for an unreasonable time, to remain unfinished, or out of repair and unfit for use, Congress may pass any act to insure the speedy completion of said road and branches, or put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the use of the United States, to repay all such expenditures caused by the default and neglect of such company or companies: *Provided*, That if said roads are not completed, so as to form a continuous line of railroad, ready for use, from the Missouri River to the navigable waters of the Sacramento River, in California, by the first day of July, eighteen hundred and seventy-six, the whole of all of said railroads before mentioned and to be constructed under the provisions of this act, together with all their furniture, fixtures, rolling stock, machine shops, lands, tenements, and hereditaments, and property of every kind and character, shall be forfeited to and be taken possession of by the United States: *Provided*, That of the bonds of the United States in this act provided to be delivered for any and all parts of the roads to be constructed east of the one hundredth meridian of west longitude from Greenwich, and for any part of the road west of the west foot of the Sierra Nevada Mountain [s], there shall be reserved of each part and instalment, twenty-five per centum, to be and remain in the United States Treasury, undelivered, until said road and all parts thereof provided for in this act are entirely completed; and of all the bonds provided to be delivered for the said road, between the two points aforesaid, there shall be reserved out of each instalment fifteen per centum, to be and remain in the Treasury until the whole of the road provided for in this act is fully completed; and if the said road or any part thereof shall fail of completion at the time limited therefor in this act, then and in that case the said part of said bonds so reserved shall be forfeited to the United States.

Main lines to be finished in 1876. See sec. 5 and 7, act of 1864.

Repealed. See sec. 7, act of 1864.

SEC. 18. *And be it further enacted*, That whenever it appears that the net earning of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting all expenditures, including repairs, and the furnishing, running, and managing of said road, shall exceed ten per centum upon its cost, exclusive of the five per centum to be paid to the United States, Congress may reduce the rates of fare thereon, if unreasonable in amount, and may fix and establish the same by law. And the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times (but particularly in time of war) the use and benefits of the same for postal, military, and other purposes, Congress, may at any time, having due regard for the rights of said companies named herein, add to, alter, amend, or repeal this act.

Under certain circumstances Congress may reduce rates of fare.

). *And be it further enacted*, That the several railroad com- rein named are authorized to enter into an arrangement with ic Telegraph Company, the Overland Telegraph Company, California State Telegraph Company, so that the present line aph between the Missouri River and San Francisco may be on or along the line of said railroad and branches as fast as s and branches are built; and if said arrangement be entered the transfer of said telegraph line be made in accordance to the line of said railroad and branches, such transfer shall, rpose of this act, be held and considered a fulfilment on the id railroad companies of the provisions of this act in regard nstruction of said lines of telegraph. And, in case of dis- it, said telegraph companies are authorized to remove their legraph along and upon the line of railroad herein contem- ithout prejudice to the rights of said railroad companies rein.

May arrange with telegraph companies now existing.

See sec. 15, act of 1864.

. *And be it further enacted*, That the corporation hereby cre- the roads connected therewith, under the provisions of this make to the Secretary of the Treasury an annual report shall be set forth—

Companies to make annual report.

This section repealed (20 Stat. 109).

The names of the stockholders and their places of residence, the same can be ascertained;

. The names and residences of the directors, and all other f the company;

The amount of stock subscribed, and the amount thereof act- d in;

. A description of the lines of road surveyed, of the lines ixed upon for the construction of the road, and the cost of rey.

The amount received from passengers on the road;

The amount received for freight thereon;

h. A statement of the expense of said road and its fixtures;

. A statement of the indebtedness of said company, setting various kinds thereof. Which report shall be sworn to by ident of the said company, and shall be presented to the of the Treasury on or before the first day of July in each

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ACT OF JULY 12, 1862.

to amend an act entitled "An act to aid in the construction of a railroad graph line from the Missouri River to the Pacific Ocean, and to secure to ernment the use of the same for postal, military, and other purposes," July 1, 1862.

12 Stat., 538.

nacted by the Senate and House of Representatives of the United America in Congress assembled, That the first meeting of the oners named in the act entitled "An act to aid in the con- of a railroad and telegraph line from the Missouri River to fic Ocean, and to secure to the Government the use of same l, military, and other purposes," approved July first, eighteen and sixty-two, and of the five commissioners directed by said appointed by the Secretary of the Interior, shall be held at all, in the city of Chicago, in the State of Illinois, on the first in September next, at twelve o'clock, at noon. A notice of ting, to be signed by at least ten of the commissioners named t, shall be published at least once a week during the six suc- reeks commencing on the twentieth of July, one thousand ndred and sixty-two, in one daily newspaper in each of the Boston, New York, Philadelphia, Cincinnati, Chicago, and St. d no other notice of said meeting shall be requisite.

First meeting of commissioners on Pacific Railroad and Telegraph to be held at Chicago.

Notice.

AMENDMENT OF JULY 2, 1864.

13 Stat., 356.

AN ACT to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July 1, 1862.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the capital stock of the company entitled the Union Pacific Railroad Company, authorized by the act of which this act is amendatory, shall be in shares of one hundred dollars, instead of one thousand dollars, each; that the number of shares shall be one million, instead of one hundred thousand; and that the number of shares which any person shall hold to entitle him to serve as a director in said company (except the five directors to be appointed by the Government) shall be fifty shares instead of five shares; and that every subscriber to said capital stock for each share of one thousand dollars, heretofore subscribed, shall be entitled to a certificate for ten shares for one hundred dollars each; and that the following words in section first of said act, "which shall be subscribed for and held in not more than two hundred shares by any one person," be, and the same are hereby, repealed.

Shares of Union Pacific Railroad Company changed from $1,000 to $100.

Ownership of stock by directors. See sec. 1, act 1862.

SEC. 2. *And be it further enacted,* That the Union Pacific Railroad Company shall cause books to be kept open to receive subscriptions to the capital stock of said company, (until the entire capital of one hundred millions of dollars shall be subscribed), at the general office of said company in the city of New York, and in each of the cities of Boston, Philadelphia, Baltimore, Chicago, Cincinnati, and Saint Louis, at such places as may be designated by the President of the United States, and in such other localities as may be directed by him. No subscription for said stock shall be deemed valid unless the subscriber therefor shall, at the time of subscribing, pay or remit to the treasury of the company an amount per share subscribed by him equal to the amount per share previously paid by the then existing stockholders. The said company shall make assessments upon its stockholders of not less than five dollars per share, and at intervals of not exceeding six months from and after the passage of this act, until the par value of all shares subscribed shall be fully paid; and money only shall be receivable for any such assessment, or as an equivalent for any portion of the capital stock hereinbefore authorized. The capital stock of said company shall not be increased beyond the actual cost of said road. And the stock of the company shall be deemed personal property, and shall be transferable on the books of the company, at the general office of said company in the city of New York, or at such other transfer offices as the company may establish.

Books to be kept open in several cities. See sect. 1, 1862.

Per cent. to be paid.

Assessments of stockholders.

How paid.

Amount of capital.

Stock personal property.

SEC. 3. *And be it further enacted,* That the Union Pacific Railroad Company, and all other companies provided for in this act and the act to which this is an amendment, be, and hereby are empowered to enter upon, purchase, take, and hold any lands or premises that may be necessary and proper for the construction and working of said road, not exceeding in width one hundred feet on each side of its center line, unless a greater width be required for the purpose of excavation or embankment; and also any lands or premises that may be necessary and proper for turnouts, standing places for cars, depots, station-house[s] or any other structures required in the construction and operating of said road. And each of said companies shall have the right to cut and remove trees or other materials that might by falling encumber its road-bed, though standing or being more than one hundred feet therefrom. And in case the owner or claimant of such lands or premises and such company can not agree as to the damages, the amount shall be determined by the appraisal of three disinterested commissioners, who may be appointed upon application by any party to any judge of a court of record in any of the territories in which the lands or premises to be taken lie; and said commissioners, in their assessments of damages, shall appraise such premises at what would have been the value thereof if the road had not been built; and upon return into court of such appraisement, and upon the payment to the clerk thereof of the amount so awarded by the commissioners for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purposes aforesaid. And either party feeling aggrieved by said assessment may,

Additional right of way granted. See sec. 2, 1862.

Assessment of damages.

Payment and title.

Appeal

within thirty days, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary in the construction of its road. And said party appealing shall give bonds with sufficient surety or sureties, for the payment of any costs that may arise upon such appeal. And in case the party appealing does not obtain a more favorable verdict, such party shall pay the whole cost incurred by the appellee, as well as its own. And the payment into court for the use of the owner or claimant, of a sum equal to that finally awarded shall be held to vest in said company the title of said land, and the right to use and occupy the same for the construction, maintaining, and operating of the road of said company. And in case any of the lands to be taken as aforesaid shall be held by any person residing without the territory, or subject to any legal disability, the court may appoint a proper person who shall give bonds with sufficient surety or sureties, for the faithful execution of his trust, and who may represent in court the person disqualified or absent as aforesaid, when the same proceedings shall be had in reference to the appraisement of the premises to be taken, and with the same effect as have been already described. And the title of the company to the land taken by virtue of this act shall not be affected nor impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case it shall be necessary for either of the said companies to enter upon lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purpose of its said railroad, and may institute proceedings in manner described for the purpose of ascertaining the value of, and acquiring a title to, the same, and the court may determine the kind of notice to be served on such owner or owners, and may in its discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claim to damages against said company shall be barred. It shall be competent for the legal guardian of any infant, or any other person under guardianship, to agree with the proper company as to damages sustained by reason of the taking of any lands of any such person under disability, as aforesaid, for the use as aforesaid; and upon such agreement being made, and approved by the court having supervision of the official acts of said guardian, the said guardian shall have full power to make and execute a conveyance thereof to the said company which shall vest the title thereto in the said company.

Bonds on appeal.

Costs of appeal.

Title after appeal.

Absentees and infants.

Unoccupied lands, how acquired.

Damages, how disposed of.

SEC. 4. *And be it further enacted*, That section three of said act be hereby amended by striking out the word "five," where the same occurs in said section, and by inserting in lieu thereof the word "ten;" and by striking out the word "ten," where the same occurs in said section, and by inserting in lieu thereof the word "twenty." And section seven of said act is hereby amended by striking out the word "fifteen," where the same occurs in said section, and inserting in lieu thereof the word "twenty-five." And the term "mineral land," wherever the same occurs in this act, and the act to which this is an amendment, shall not be construed to include coal and iron land. And any lands granted by this act, or the act to which this is an amendment, shall not defeat or impair any pre-emption, homestead, swamp land, or other lawful claim, nor include any government reservation or mineral land, or the improvements of any bona fide settler, or any lands returned and denominated as mineral lands, and the timber necessary to support his said improvement as a miner or agriculturist, to be ascertained under such rules as have been or may be established by the commissioner of the General Land Office, in conformity with the provisions of the pre-emption laws: *Provided*, That the quantity thus exempted by the operation of this act, and the act to which this act is an amendment, shall not exceed one hundred and sixty acres for each settler who claims as an agriculturist, and such quantity for each settler who claims as a miner, as the said Commissioner may establish by general regulation: *Provided, also*, That the phrase, "but where the same shall contain timber, the timber thereon is hereby granted to said company," in the proviso to said section three, shall not apply to the timber growing or being on any land farther than ten miles from the center line of any one of said roads or branches mentioned in said

Sec. 3, 1862, amended, doubling grant of land.

Sec. 7, 1862, amended, withdrawing land from sale.

Coal and iron not minerals.

Certain lands not to be granted.

160 acres only exempted.

Timber to be company's. Sec. 3, 1862.

Other lands exempted.

act, or in this act. And all lands shall be excluded from the opera of this act, and of the act to which this act is an amendment, wl were located, or selected to be located, under the provisions of an entitled "An act donating lands to the several States and Territo chanic arts," approved July second, eighteen hundred and sixty-t and notice thereof given at the proper land office.

Time extended one year. Secs. 7 and 17, 1862, amended.

Twenty-five miles per year changed from 50. Sec. 10, 1862. Four years to State line.

Government to pay one-half for services.

SEC. 5. *And be it further enacted*, That the time for designating general route of said railroad, and of filing the map of the same, the time for the completion of that part of the railroads require the terms of said act of each company, be, and the same is her extended one year from the time in said act designated; and that Central Pacific Railroad Company of California shall be require complete twenty-five miles of their said road in each year therea and the whole to the State line within four years, and that only half of the compensation for services rendered for the Governmen said companies shall be required to be applied to the payment of bonds issued by the Government in aid of the construction of said ro

Sec. 4, 1862, modified, three commissioners, &c.

Affidavit, &c., of C. P. R. R. Co. to be filed in California.

SEC. 6. *And be it further enacted*, That the proviso to section fo said act is hereby modified as follows, viz: And the President of United States is hereby authorized, at any time after the passag this act, to appoint for each and every of said roads three com sioners, as provided for in the act to which this is amendatory; the verified statement of the president of the California comp required by said section four, shall be filed in the office of the Ur States surveyor-general for the State of California, instead of b presented to the President of the United States; and the said veyor-general shall thereupon notify the said commissioners of filing of such statement, and the said commissioners shall there proceed to examine the portion of said railroad and telegraph lin completed, and make their report thereon to the President of United States, as provided by the act to which this is amenda And such statement may be filed, and such railroad and telegraph be examined and reported on by the said commissioners, and the re site amount of bonds may be issued and the lands appertaining the may be set apart, located, entered, and patented, as provided in act and the act to which this is amendatory, upon the constructio said railroad company of California of any portion of not less twenty consecutive miles of their said railroad and telegraph upon the certificates of said commissioners that such portion is pleted as required by the act to which this is amendatory. And tion ten of the act of which this is amendatory is hereby amende inserting after the words "United States," in the last clause, the w "and States intervening."

Lands patented. See sec. 4, 1862. Also sec. 21, this act.

Sec. 10, 1862, amended.

Reservation of bonds by sec. 17, 1862, repealed.

Failure of one company not to affect others. Sec. 17, 1862, altered.

SEC. 7. *And be it further enacted*, That so much of section seven of said act as provides for a reservation by the government of a tion of the bonds to be issued to aid in the construction of the railroads is hereby repealed. And the failure of any one compan comply fully with the conditions and requirements of this act, the act to which this is amendatory, shall not work a forfeiture of rights, privileges, or franchises of any other company or compa that shall have complied with the same.

Partial issue of bonds on uncompleted work.

Sec. 11, 1863, modified.

Two-thirds on graded portions. See sec. 6 of this act.

SEC. 8. *And be it further enacted*, That for the purpose of facilita the work on said railroad, and of enabling the said company as e as practicable to commence the grading of said railroad in the re of the mountains, between the eastern base of the Rocky Mount and the western base of the Sierra Nevada Mountains, so that same may be finally completed within the time required by law, hereby provided that whenever the chief engineer of the said comp and said commissioners, shall certify that a certain proportion of work required to prepare the road for the superstructure on any section of twenty miles is done (which said certificate shall be verified), the Secretary of the Treasury is hereby authorized required, upon the delivery of such certificate, to issue to said pany a proportion of said bonds, not exceeding two-thirds of amount of bonds authorized to be issued under the provisions of act, to aid in the construction of such section of twenty miles, no any case exceeding two-thirds of the value of the work done, remaining one-third to remain until the said section is fully compl and certified by the commissioners appointed by the President, acc

terms and provisions of the said act; and no such bonds to the Union Pacific Railroad Company for work done west te City under this section, more than three hundred miles of the completed continuous line of said railroad from the ginning on the one hundredth meridian of longitude.

U. P. R. R. Co. cannot receive for more than 300 miles in advance west of Salt Lake City.

ind be it further enacted, That to enable any one of said cor- o make convenient and necessary connections with other hereby authorized to establish and maintain all necessary n and across the Missouri River and other rivers which its ass in its course; and authority is hereby given said cor- construct bridges over said Missouri River and all other he convenience of said road: *Provided,* That any bridge or may construct over the Missouri River, or any other navi- on the line of said road, shall be constructed with suitable draws for the passage of steamboats, and shall be built, naintained, at the expense of said company, in such man- o impair the usefulness of said rivers for navigation to any ent than such structures of the most approved character do: *And provided, further,* That any company authorized to construct its road and telegraph line from the Missouri e initial point aforesaid, may construct its road and tele- so as to connect with the Union Pacific Railroad at any vardly of such initial point, in case such company shall deem vard connection more practicable or desirable; and in aid truction of so much of its road and telegraph line as shall ure from the route hereinbefore provided for its road, such nall be entitled to all the benefits, and be subject to all the and restrictions of this act: *Provided further, however,* That of the United States shall not be issued to such company er amount than is hereinbefore provided, if the same had the Union Pacific Railroad on the 100th degree of longi- hall such company be entitled to receive any greater amount e sections of public lands than are also herein provided.

Ferries and bridges.

Roads may connect west of initial point.

No increased amount of bonds, &c.

And be it further enacted, That section five of said act be so id amended that the Union Pacific Railroad Company, the cific Railroad Company, and any other company authorized ate in the construction of said road, may, on the completion tion of said road, as provided in this act and the act to act is an amendment, issue their first-mortgage bonds on ctive railroad and telegraph lines to an amount not exceed- ount of the bonds of the United States, and of even tenor ime of maturity, rate and character of interest with the orized to be issued to said railroad companies respectively. n of the United States bonds shall be subordinate to that ls of any or either of said companies hereby authorized to n their respective roads, property, and equipments, except rovisions of the sixth section of the act to which this act is ent, relating to the transmission of dispatches and the trans- f mails, troops, munitions of war, supplies, and public stores vernment of the United States. And said section is further y striking out the word "forty," and inserting in lieu thereof "on each and every section of not less than twenty."

First-mortgage bonds may have lien prior to government.

Sec. 5, 1862, modified.

See sec. 1, act of 1865.

Lien of U. S. bonds to be subordinate, &c.

20 miles instead of 40 miles, as in sec. 5, act of 1862.

And be it further enacted, That if any of the railroad compa- d to bonds of the United States, or to issue their first-mort- herein provided for, has, at the time of the approval of this or shall thereafter issue, any of its own bonds or securities rm or manner as in law or equity to entitle the same to preference of payment to the said guaranteed bonds, or said age bonds, the amount of such corporate bonds outstanding sfied, or uncancelled, shall be deducted from the amount of nment and first-mortgage bonds which the company may be receive and issue; and such an amount only of such govern- and such first-mortgage bonds shall be granted or permitted, such outstanding, unsatisfied, or uncancelled bonds of the hall make up the whole amount per mile to which the com- d otherwise have been entitled: *And provided, further,* That bonds shall be so given by the United States, the company hem shall present to the Secretary of the Treasury an affidavit ident and secretary of the company, to be sworn to before the court of record, setting forth whether said company has such bonds or securities, and, if so, particularly describing and such other evidence as the secretary may require, so as

Provision for bonds already issued by any companies.

Affidavit of amount of outstanding company bonds.

to enable him to make the deduction herein required; and such affidavit shall then be filed and deposited in the office of the Secretary of the Interior. And any person swearing falsely to any such affidavit, shall be deemed guilty of perjury, and, on conviction thereof, shall be punished as aforesaid: *Provided, also*, That no land granted by this act shall be conveyed to any party or parties, and no bonds shall be issued to any company or companies, party or parties, on account of any road or part thereof, made prior to the passage of the act to which this act is an amendment, or made subsequent thereto under the provisions of any act or acts other than this act, and the act amended by this act.

No land or bonds to go to any co. on road made prior to act of 1862.

Leavenworth and Lawrence roads, no bonds.

SEC. 12. *And be it further enacted*, That the Leavenworth, Pawnee and Western Railroad Company, now known as the Union Pacific Railroad Company, eastern division, shall build the railroad from the mouth of Kansas River, by the way of Leavenworth, or, if that be not deemed the best route, then the said company shall, within two years, build a railroad from the city of Leavenworth to unite with the main stem at or near the city of Lawrence; but to aid in the construction of said branch the said company shall not be entitled to any bonds. And if the Union Pacific Railroad Company shall not be proceeding in good faith to build the said railroad through the Territories when the Leavenworth, Pawnee, and Western Railroad Company, now known as the Union Pacific Railroad Company, eastern division, shall have completed their road to the hundredth degree of longitude, then the last named company may proceed to make said road westward until it meets and connects with the Central Pacific Railroad Company on the same line. And the said railroad from the mouth of Kansas River, to one hundredth meridian of longitude shall be made by the way of Lawrence and Topeka, or on the bank of the Kansas River, opposite said towns: *Provided*; That no bonds shall be issued or lands certified by the United States to any person or company for the construction of any part of the main trunk line of said railroad west of the one hundredth meridian of longitude and east of the Rocky Mountains, until said road shall be completed from or near Omaha, on the Missouri River, to the said one hundredth meridian of longitude.

If built to 100th meridian, may proceed in default of U. P. R. R.

By way of Lawrence and Topeka, or opposite to 100th meridian. West of that line no bonds shall be issued, &c.

Directors, 15; Government directors, 5. Sec. 1, 1862, modified.

SEC. 13. *And be it further enacted*, That at and after the next election of directors, the number of directors to be elected by the stockholders shall be fifteen; and the number of directors to be appointed by the President shall be five; and the President shall appoint three additional directors to serve until the next regular election, and thereafter five directors. At least one of said Government directors shall be placed on each of the standing committees of said company and at least one on every special committee that may be appointed. The Government directors shall, from time to time, report to the Secretary of the Interior, in answer to any inquiries he may make of them, touching the condition, management, and progress of the work, and shall communicate to the Secretary of the Interior, at any time, such information as should be in the possession of the Department. They shall, as often as may be necessary to a full knowledge of the condition and management of the line, visit all portions of the line of road, whether built or surveyed; and, while absent from his home, attending to their duties as directors, shall be paid their actual traveling expenses, and be allowed and paid such reasonable compensation for their time actually employed as the board of directors may decide.

One Government director on committees.

Government directors to report, &c.

To visit road &c.

Directors, when elected and where—(Sec. 1, 1862), for one year.

SEC. 14. *And be it further enacted*, That the next election for directors of said railroad shall be held on the first Wednesday of October next at the office of said company in the city of New York, between the hours of 10 o'clock a. m. and four o'clock p. m. of said day; and all subsequent regular elections shall be held annually thereafter at the same place; and the directors shall hold their office for one year, and until their successors qualified.

Road to be used as one continuous line. See sec. 12, act of 1862.

SEC. 15. *And be it further enacted*, That the several companies authorized to construct the aforesaid roads are hereby required to operate and use said roads and telegraph for all purposes of communication, travel, and transportation, so far as the public and the Government are concerned, as one continuous line; and, in such operation and use, to afford and secure to each equal advantages and facilities as to rates, time, and transportation, without any discrimination of any kind in favor of the road or business of any or either of said companies, or adverse to the road or business of any or either of the others, and it shall not be lawful for the proprietors of any line of telegraph, authorized by this act, or the act amended by this act, to refuse or fail to

Must telegraph for all persons. See sec. 19, act of 1862.

convey for all persons requiring the transmission of news and messages of like character, on pain of forfeiting to the person injured for each offense, the sum of one hundred dollars, and such other damage as he may have suffered on account of said refusal or failure, to be sued for and recovered in any court of the United States, or of any State or Territory of competent jurisdiction.

Companies may consolidate. See sec. 16, act of 1862; also sec. 10, 1862.

SEC. 16, *And be it further enacted*, That any two or more of the companies authorized to participate in the benefits of this act are hereby authorized at any time to unite and consolidate their organizations, as the same may or shall be, upon such terms and conditions, and in such manner as they may agree upon, and as shall not be incompatible with this act, or the laws of the State or States in which the road of such companies may be, and to assume and adopt such corporate name and style as they may agree upon, with a capital stock not to exceed the actual cost of the roads, so to be consolidated, and shall file a copy of such consolidation in the Department of the Interior; and thereupon such organization, so formed and consolidated, shall succeed to, possess, and be entitled to receive from the Government of the United States, all and singular the grants, benefits, immunities, guaranties, acts, and things to be done and performed and be subject to the same terms, conditions, restrictions, and requirements which said companies, respectively, at the time of such consolidation, are or may be entitled or subject to under this act, in place and substitution of said companies so consolidated respectively. And all other provisions of this act, so far as applicable, relating or in any manner appertaining to the companies so consolidated, or either thereof, shall apply and be of force as to such consolidated organization. And in case upon the completion by such consolidated organization of the roads, or either of them, of the companies so consolidated, any other of the road or roads of either of the other companies authorized as aforesaid (and forming, and intended or necessary to form, a portion of a continuous line from each of the several points on the Missouri River, hereinbefore designated, to the Pacific coast), shall not have constructed the number of miles of its said road within the time herein required, such consolidated organization is hereby authorized to continue the construction of its road and telegraph in the general direction and route upon which such incomplete or unconstructed road is hereinbefore authorized to be built, until such continuation of the road of such consolidated organization shall reach the constructed road and telegraph of said other company, and at such point to connect and unite therewith; and for and in aid thereof the said consolidated organization may do and perform, in reference to such portion of road and telegraph as shall so be in continuation of its constructed road and telegraph, and to the construction and equipment thereof, all and singular, the several acts and things hereinbefore provided, authorized, or granted to be done by the company hereinbefore authorized to construct and equip the same, and shall be entitled to similar and like grants, benefits, immunities, guarantees, acts, and things to be done and performed by the Government of the United States, by the President of the United States, by the Secretaries of the Treasury and Interior and by commissioners in reference to such company, and to such portion of the road hereinbefore authorized to be constructed by it, and upon the like and similar terms and conditions, so far as the same are applicable thereto. And said consolidated company shall pay to said defaulting company the value to be estimated by competent engineers of all the work done and material furnished by said defaulting company, which may be adopted and used by said consolidated company in the progress of the work under the provisions of this section: *Provided, nevertheless*, That said defaulting company may at any time before receiving pay for its said work and material, as hereinbefore provided, on its own election, pay said consolidated company the value of the work done and material furnished by said consolidated company, to be estimated by competent engineers, necessary for, and used in, the construction of the road of said defaulting company, and resume the control of its said road; and all the rights, benefits, and privileges which shall be acquired, possessed, or exercised, pursuant to this section, shall be to that extent an abatement of the rights, benefits, and privileges hereinbefore granted to such other company. And in case any company authorized thereto, shall not enter into such consolidated organization, such company, upon the completion of its road as hereinbefore provided, shall be entitled to and is hereby authorized to, continue and extend the same under the

Consolidated companies may build portion of the line left uncompleted by any company.

Powers and duties of consolidated organization.

circumstances, and in accordance with the provisions of this section, and to have all the benefits thereof, as fully and completely as are herein provided, touching such consolidated organization. And in case more than one such consolidated organization shall be made, pursuant to this act, the terms and conditions of this act, hereinbefore recited as to one, shall apply in like manner, force, and effect to the other: *Provided, however*, That rights and interests at any time acquired by one such consolidated organization, shall not be impaired by another thereof. It is further provided that should the Central Pacific Railroad Company of California complete their line to the eastern line of the State of California, before the line of the Union Pacific Railroad Company shall have been extended westward so as to meet the line of said first-named company, said first named company may extend their line of road eastward one hundred and fifty miles, on the established route, so as to meet and connect with the line of the Union Pacific Road, complying in all respects with the provisions and restrictions of this act as to said Union Pacific Road, and upon doing so, shall enjoy all the rights, privileges, and benefits conferred by this act on said Union Pacific Railroad Company.

When Central Pacific Road shall reach eastern line of said State, may go on 150 miles if road not met. Sec. 10, 1862, amended. Also see sec. 2, 1866.

Sec. 14, 1862, amended as to Sioux City Branch Road.

SEC. 17. *And be it further enacted*, That so much of section fourteen of said act as relates to a branch from Sioux City be, and the same is hereby, amended so as to read as follows: That whenever a line of railroad shall be completed through the States of Iowa, or Minnesota, to Sioux City, such company, now organized, or may hereafter be organized, under the laws of Iowa, Minnesota, Dakota, or Nebraska, as the President of the United States, by its request may designate or approve for that purpose, shall construct and operate a line of railroad and telegraph from Sioux City, upon the most direct and practicable route to such a point on, and so as to connect with, the Iowa branch of the Union Pacific Railroad from Omaha, or the Union Pacific Railroad, as such company may select, and on the same terms and conditions as are provided in this act and the act to which this is an amendment, for the construction of the said Union Pacific Railroad and telegraph line and branches; and said company shall complete the same at the rate of fifty miles per year; *Provided*, That the said Union Pacific Railroad Company shall be, and is hereby, released from the construction of said branch. And said company constructing said branch shall not be entitled to receive in bonds an amount larger than the said Union Pacific Railroad Company would be entitled to receive if it had constructed the branch under this act and the act to which this is an amendment; but said company shall be entitled to receive alternate sections of land for ten miles in width on each side of the same along the whole length of said branch: *And provided further*, That if a railroad should not be completed to Sioux City, across Iowa or Minnesota, within eighteen months from the date of this act, then said company designated by the President, as aforesaid, may commence, continue, and complete the construction of said branch as contemplated by the provisions of this act: *Provided, however*, That if the said company so designated by the President as aforesaid shall not complete the said branch from Sioux City to the Pacific Railroad within ten years from the passage of this act, then, and in that case, all the railroad which shall have been constructed by said company shall be forfeited to, and become the property of, the United States.

Burlington and M. R. R. Co. may extend road, &c.

SEC. 18. *And be it further enacted*, That the Burlington and Missouri River Railroad Company, a corporation organized under and by virtue of the laws of the State of Iowa, be and hereby is, authorized to extend i[t]s road through the Territory of Nebraska from the point where it strikes the Missouri River south of the mouth of the Platte River, to some point not further west than the one hundredth meridian of west longitude, so as to connect, by the most practicable route, with the main trunk of the Union Pacific Railroad, or that part of it which runs from Omaha to the said one hundredth meridian of west longitude. And for the purpose of enabling said Burlington and Missouri River Railroad Company to construct that portion of their road herein authorized, the right of way through the public lands is hereby granted to said company for the construction of said road. And the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof. Said right of way is granted to said company to the extent of two hundred feet

Right of way, &c.

where it may pass over the public lands, including all necessary grounds for stations, buildings, work-shops, depots, machine-shops, switches, side-tracks, turn-tables, and water-stations. And the United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this section and required for the said right of way and grant of land herein made.

U. S. to extinguish Indian titles. Sec. 2, 1862

SEC. 19. *And be it further enacted,* That for the purpose of aiding in the construction of said road, there be, and hereby is, granted to the said Burlington and Missouri River Railroad Company, every alternate section of public land (excepting mineral lands as provided in this act) designated by odd numbers, to the amount of ten alternate sections per mile on each side of said road, on the line thereof, and not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed: *Provided,* That said company shall accept this grant within one year from the passage of this act, by filing such acceptance with the Secretary of the Interior, and shall also establish the line of said road, and file a map thereof with the Secretary of the Interior within one year of the date of said acceptance, when the said Secretary shall withdraw the lands embraced in this grant from market.

Land grant to Burlington and M. R. R. Co.

SEC. 20. *And be it further enacted,* That whenever said Burlington and Missouri River Railroad Company shall have completed twenty consecutive miles of the road mentioned in the foregoing section, in the manner provided for other roads mentioned in this act, and the act to which this is an amendment, the President of the United States shall appoint three commissioners to examine and report to him in relation thereto; and if it shall appear to him that twenty miles of said road have been completed as required by this act, then, upon certificate of said commissioner[s] to that effect, patents shall issue conveying the right and title to said lands to said company on each side of said road, as far as the same is completed, to the amount aforesaid; and such examination, report, and conveyance, by patents, shall continue, from time to time, in like manner, until said roads shall have been completed. And the President shall appoint said commissioners, to fill vacancies in said commission, as provided in relation to other roads mentioned in the act to which this is an amendment. And the said company shall be entitled to all the privileges and immunities granted to the Hannibal and Saint Joseph's Railroad Company by the said last-mentioned act, so far as the same may be applicable: *Provided,* That no Government bonds shall be issued to the said Burlington and Missouri River Railroad Company to aid in the construction of said extension of its road; and provided, further, that said extension shall be completed within the period of ten years from the passage of this act.

Burlington and M. R. R. Co. lands, &c.

Bonds.

SEC. 21. *And be it further enacted,* That Before any land granted by this act shall be conveyed to any company or party entitled thereto under this act, there shall first be paid into the Treasury of the United States the cost of surveying, selecting, and conveying the same, by the said company or party in interest, as the titles shall be required by said company, which amount shall, without any further appropriation, stand to the credit of the proper account, to be used by the Commissioner of the General Land Office for the prosecution of the survey of the public lands along the line of said road, and so from year to year until the whole shall be completed, as provided under the provisions of this act.

Lands not to be conveyed to any company until they pay cost of survey &c. Sec 4, 1862. Sec. 6 1864.

SEC. 22. *And be it further enacted,* That Congress may, at any time, alter, amend, or repeal this act.

Sec 12, 1862

AMENDMENT OF MARCH 3, 1865.

13 Stat., 504.

AN ACT to amend an act entitled "An act to aid in the construction of a railro and telegraph line from the Missouri River to the Pacific Ocean, and to secure the Government the use of the same for postal, military, and other purposes," proved July first, eighteen hundred and sixty-two, and to amend an act amen tory thereof, approved July second, eighteen hundred and sixty-four.

Be it enacted by the Senate and House of Representatives of the Uni States of America in Congress assembled, That section ten of said act July second, eighteen hundred and sixty-four, be so modified a amended as to allow the Central Pacific Railroad Company, and t Western Pacific Railroad Company, of California, the Union Paci Railroad Company, the Union Pacific Railroad Company, eastern div ion, and all other companies provided for in the said acts of the seco of July, eighteen hundred and sixty-four, to issue their six per cent thirty years' bonds, interest payable in any lawful money of the Uni States, upon their separate roads. And the said companies are here authorized to issue, respectively, their bonds to the extent of one hu dred miles in advance of a continuous completed line of constructi

May issue bonds 100 miles in advance of completed line, interest payable in any lawful money. Sec. 10, 1864.

SEC. 2. *And be it further enacted,* That the assignment made by t Central Pacific Railroad Company of California to the Western Pac Railroad Company of said State, of the right to construct all that p tion of said railroad and telegraph from the city of San José to the c of Sacramento, is hereby ratified and confirmed to the said West Pacific Railroad Company, with all the privileges and benefits of t several acts of Congress relating thereto, and subject to all the con tions thereof: *Provided,* That the time within which the said West Pacific Railroad Company shall be required to construct the first twe miles of their said road, shall be one year from the first day of Ju eighteen hundred and sixty-five, and that the entire road shall be co pleted from San José to Sacramento, connecting at the latter point w the said Central Pacific Railroad, within four years thereafter.

Assignment confirmed to San José and Sacramento Road.

AMENDMENT OF JULY 3, 1866.

14 Stat., 79.

AN ACT to amend an act entitled "An act to amend an act entitled 'An act to in the construction of a railroad and telegraph line from the Missouri River to Pacific Ocean, and to secure to the Government the use of the same for postal, t itary, and other purposes,' approved July first, eighteen hundred and sixty-tw approved July second, eighteen hundred and sixty-four.

Be it enacted by the Senate and House of Representatives of the Uni States of America in Congress assembled, That the Union Pacific Railw Company, eastern division, is hereby authorized to designate the g eral route of their said road and to file a map thereof, as now requir by law, at any time before the first day of December, eighteen hund and sixty-six; and upon the filing of the said map, showing the g eral route of said road, the lands along the entire line thereof, so far the same may be designated, shall be reserved from sale by order of t Secretary of the Interior: *Provided,* That said company shall be entit to only the same amount of the bonds of the United States to aid in t construction of their line of railroad and telegraph as they would ha been entitled to if they had connected their said line with the Uni Pacific Railroad on the one hundredth degree of longitude as now quired by law: *And provided further,* That said company shall conn their line of railroad and telegraph with the Union Pacific Railro but not at a point more than fifty miles westwardly from the meridi of Denver in Colorado.

U. P. R. R. Co., E. D., time for filing map extended.

SEC. 2. *And be it further enacted,* That the Union Pacific Railro Company, with the consent and approval of the Secretary of the In rior, are hereby authorized to locate, construct, and continue their ro from Omaha, in Nebraska Territory, westward, according to the b and most practicable route, and without reference to the initial po on the one hundredth meridian of west longitude, as now provided law, in a continuous completed line, until they shall meet and conn

U. P. R. R., to proceed till meet.

with the Central Pacific Railroad Company of California; and the Central Pacific Railroad Company of California, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct, and continue their road eastward, in a continuous completed line, until they shall meet and connect with the Union Pacific Railroad: *Provided*, That each of the above named companies shall have the right, when the nature of the work to be done, by reason of deep cuts and tunnels, shall for the expeditious construction of the Pacific Railroad require it, to work for an extent of not to exceed three hundred miles in advance of their continuous completed line.

Central Pacific may continue their road eastward with consent of Secretary of the Interior till met by U. P. R. R. Co. Sec. 10, 1862, and Sec 16, 1864, amended.

ACT OF JUNE 25, 1868.

*AN ACT relative to filing reports of railroad companies. 16 Stat., 79.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the reports required to be made to the Secretary of the Treasury on or before the first day of July each year, by the corporations created by or entitled to subsidies under the provisions of an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, and the acts supplemental to and amendatory thereof, shall hereafter be made to the Secretary of the Interior, on or before the first day of October of each year. Said reports shall furnish full and specific information upon the several points mentioned in the twentieth section of the said act of eighteen hundred and sixty-two, and shall be verified as therein prescribed, and on failure to make the same as herein required, the issue of bonds or patents to the company in default shall be suspended until the requirements of this act shall be complied with by such company. And the reports hitherto made to the Secretary of the Treasury under the said act of July first, eighteen hundred and sixty-two, shall be transferred and delivered by him to the Secretary of the Interior to be filed by him.

Reports of certain railroads to be made on or before October 1 in each year to Secretary of Interior.

To contain what.

Former reports.

* * * * * * *

SEC. 3. *And be it further enacted*, That the reports required from the commissioners appointed to examine and report in relation to the road of any of the corporations whereto reference is made in this act, shall be addressed to and filed in the Department of the Interior; and all such reports heretofore made shall be transferred to and filed in said Department of the Interior; and so much of any and all acts as requires any reports from such companies, or any officers thereof, to be made to the Secretary of the Treasury, is hereby repealed.

Reports of commissioners to be made to Department of Interior.

Repealing clause.

SEC. 4. *And be it further enacted*, That, in addition to the eight subjects referred to in section twenty of the act of July, eighteen hundred and sixty-two, to be reported upon, there shall also be furnished annually to the Secretary of the Interior all reports of engineers, superintendents, or other officers who make annual reports to any of said railroad companies.

Reports of engineers and other officers who make reports to be furnished.

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* Repealed by act of June 19, 1878.

AN ACT RELATING TO THE DENVER PACIFIC, MARCH 3, 1869.

15 Stat., 324.

AN ACT to authorize the transfer of lands granted to the Union Pacific Railway Company, Eastern Division, between Denver and the point of its connection with the Union Pacific Railway, to the Denver Pacific Railway and Telegraph Company, and to expedite the completion of railroads to Denver, in the Territory of Colorado.

Union Pacific Railroad Company may contract with Denver Pacific Railway and Telegraph Company for the construction, &c., of its road and telegraph between Denver City and Cheyenne, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Pacific Railway Company, Eastern Division, be, and it hereby is, authorized to contract with the Denver Pacific Railway and Telegraph Company, a corporation existing under the laws of the Territory of Colorado, for the construction, operation, and maintenance of that part of its line of railroad and telegraph between Denver city and its point of connection with the Union Pacific Railroad, which point shall be at Cheyenne, and to adopt the road-bed already graded by said Denver Pacific Railway and Telegraph Company as said line, and to grant to said Denver Pacific Railway and Telegraph Company the perpetual use of its right of way and depot grounds, and to transfer to it all the rights and privileges, subject to all the obligations pertaining to said part of its line.

Shall extend its railroad and telegraph to, &c., so as to form continuous line from Kansas City to Cheyenne, &c.

SEC. 2. *And be it further enacted*, That the said Union Pacific Railway Company, Eastern Division, shall extend its railroad and telegraph to a connection at the city of Denver, so as to form with that part of its line herein authorized to be constructed, operated, and maintained by the Denver Pacific Railway and Telegraph Company, a continuous line of railroad and telegraph from Kansas City, by way of Denver to Cheyenne. And all the provisions of law for the operation of the Union Pacific Railroad, its branches and connections, as a continuous line, without discrimination, shall apply the same as if the road from Denver to Cheyenne had been constructed by the said Union Pacific Railway Company, Eastern Division; but nothing herein shall authorize the said Eastern Division Company to operate the road or fix the rates of tariff for the Denver Pacific Railway and Telegraph Company.

Laws to apply.

Operating of road and rates of tariff not affected.

The companies may mortgage their roads.

SEC. 3. *And be it further enacted*, That said companies are hereby authorized to mortgage their respective portions of said road, as herein defined, for an amount not exceeding thirty-two thousand dollars per mile, to enable them respectively to borrow money to construct the same; and that each of said companies shall receive patents to the alternate sections of land along their respective lines of road, as herein defined, in like manner and within the same limits as is provided by law in the case of lands granted to the Union Pacific Railway Company, Eastern Division: *Provided*, That neither of the Companies hereinbefore mentioned shall be entitled to subsidy in United States bonds under the provision of this act.

To receive patents for alternate sections of land.

But not entitled to subsidy in United States bonds.

JOINT RESOLUTION OF MARCH 3, 1869.

15 Stat., 348.

JOINT RESOLUTION authorizing the Union Pacific Railway Company, Eastern Division, to change its name to the "Kansas Pacific Railway Company."

Union Pacific Railway Company, Eastern Division, to change its name to Kansas Pacific Railway Company.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Pacific Railway Company, Eastern Division, is hereby authorized by resolution of its board of directors, which shall be filed in the office of the Secretary of the Interior, to change its name to the "Kansas Pacific Railway Company."

JOINT RESOLUTION OF APRIL 10, 1869.

16 Stat., 56.

JOINT RESOLUTION for the protection of the interests of the United States in the Union Pacific Railroad Company, the Central Pacific Railroad Company, and for other purposes.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the stockholders of the Union Pacific Railroad Company, at a meeting to be held on the twenty-second day of April, eighteen hundred and sixty-nine, at the city of Boston (with power to adjourn from day to day), shall elect a board of directors for the ensuing year; and said stockholders are hereby authorized to establish their general office at such place in the United States as they may select at said meeting: *Provided,* That the passage of this resolution shall not confer any other right upon said Union Pacific Railroad Company than to hold such election, or be held in any manner to relinquish or waive any rights of the United States to take advantage of any act or neglect of said Union Pacific Railroad Company heretofore done or omitted whereby the rights of the General Government have been or may be prejudiced: *And provided further,* That the common terminus of the Union Pacific and the Central Pacific Railroads shall be at or near Ogden; and the Union Pacific Railroad Company shall build, and the Central Pacific Railroad Company pay for and own the railroad from the terminus aforesaid to Promonotory Summit, at which point the rails shall meet and connect and form one continuous line.

Stockholders of Union Pacific R. R. Co. to elect a board of directors

To establish their general office.

No other right conferred or waived hereby.

Common terminus of the Union Pacific and Central Pacific Railroad to be at or near Ogden, &c.

SEC. 2. *And be it further resolved,* That to ascertain the condition of the Union Pacific Railroad and the Central Pacific Railroad, the President of the United States is authorized to appoint a board of eminent citizens, not exceeding five in number, and who shall not be interested in either road, to examine and report upon the condition of, and what sum or sums, if any, will be required to complete each of said roads, for the entire length thereof, to the said terminus as a first-class railroad, in compliance with the several acts relating to said roads; and the expense of such board, including an allowance of ten dollars to each for their services for each day employed in such examination or report, to be paid equally by said companies.

The President to appoint a commission to examine and report upon the roads.

Expenses and pay of commissioners.

SEC. 3. *And be it further resolved,* That the President is hereby authorized and required to withhold from each of said companies an amount of subsidy bonds authorized to be issued by the United States under said acts sufficient to secure the full completion as a first-class road of all sections of such road upon which bonds have already been issued, or in lieu of such bonds he may receive as such security an equal amount of the first mortgage bonds of such company; and if it shall appear to the President that the amount of subsidy bonds yet to be issued to either of said companies is sufficient to insure the full completion of such road, he may make requisition upon such company for a sufficient amount of bonds already issued to said company, or in his discretion of their first mortgage bonds, to secure the full completion of the same. And in default of obtaining such security as [is] in this section provided, the President may authorize and direct the Attorney-General to institute such suits and proceedings on behalf and in the name of the United States, in any court of the United States having jurisdiction, as shall be necessary or proper to compel the giving of such security, and thereby, or in any manner otherwise, to protect the interests of the United States in said road, and to insure the full completion thereof as a first-class road, as required by law and the statutes in that case made.

Subsidy bonds to be withheld sufficient to secure the full completion, as a first-class road, of all sections of such road, &c.

If the amount to be issued is insufficient, &c.

Attorney-General to institute necessary suits.

SEC. 4. *And be it further resolved,* That the Attorney-General of the United States be, and he is hereby, authorized and directed to investigate whether or not the charter and all the franchises of the Union Pacific Railroad Company and of the Central Pacific Railroad Company have not been forfeited, and to institute all necessary and proper legal proceedings; also to investigate whether or not said companies have or have not made any illegal dividends upon their stock, and if so to institute the necessary proceedings to have the same reimbursed; and also to investigate whether any of the directors or any other agents or employés of said companies have or not violated any penal law, and if so to institute the proper criminal proceedings against all persons who have violated such laws.

Attorney-General to investigate whether the charter of the Union Pacific and Central Pacific Railroads have not been forfeited, &c.

To institute criminal proceedings, if, &c.

ACT OF MAY 6, 1870.

16 Stat., 121. AN ACT to fix the point of junction of the Union Pacific Railroad Company and the Central Pacific Railroad Company.

Point of junction of the Union Pacific Railroad and the Central Pacific R. R. established northwest of the station at Ogden, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the common terminus and point of junction of the Union Pacific Railroad Company and the Central Pacific Railroad Company shall be definitely fixed and established on the line of railroad as now located and constructed, northwest of the station at Ogden, and within the limits of the sections of land hereinafter mentioned, viz: Section thirty-six of township seven, of range two, situated north and west of the principal meridian and base line in the territory of Utah, and sections twenty-five, twenty-six, and thirty-five of township seven, of range two, and section six of township six, and sections thirty and thirty-one of township seven, of range one, and sections one and two of township six, of range two, all situate north and west of said principal meridian and base line; and said companies are hereby authorized to enter upon, use, and possess said sections, which are hereby granted to them in equal shares, with the same rights, privileges, and obligations now by law provided with reference to other lands granted to said railroads: *Provided, however*, That the Secretary of the Interior shall designate a section of land in said township seven, of range two, belonging to said companies, and reserve the same for the benefit of schools in said territory, in accordance with the act of February twenty-one, eighteen hundred and fifty-five, establishing the office of surveyor-general of Utah, and to grant land for school and university purposes: *Provided also*, That said companies shall pay for any additional lands acquired by this act at the rate of two dollars and fifty cents an acre: *And provided further*, That no rights of private persons shall be affected by this act.

Grant of certain sections.

Reserve for schools.

Price of land.

Private rights.

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16 Stat., 430. ACT OF FEBRUARY 24, 1871.

Union Pacific Railroad Co. may issue bonds, &c., to construct, &c., a bridge across the Missouri River at Omaha.

AN ACT to authorize the Union Pacific Railroad Company to issue its bonds to construct a bridge across the Missouri River at Omaha, Nebraska, and Council Bluffs, Iowa.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the more perfect connection of any railroads that are or shall be constructed to the Missouri River, at or near Council Bluffs, Iowa, and Omaha, Nebraska, the Union Pacific Railroad Company be, and it is hereby, authorized to issue such bonds, and secure the same by mortgage on the bridge and approaches and appurtenances, as it may deem needful to construct and maintain its bridge over said river, and the tracks and depots required to perfect the same, as now authorized by law of Congress; and said bridge may be so constructed as to provide for the passage of ordinary vehicles and travel, and said company may levy and collect tolls and charges for the use of the same; and for the use and protection of said bridge and property, the Union Pacific Railway Company shall be empowered, governed, and limited by the provisions of the act entitled "An act to authorize the construction of certain bridges, and to establish them as post-roads," approved July twenty-five, eighteen hundred and sixty-six, so far as the same is applicable thereto: *And provided*, That nothing in this act shall be so construed as to change the eastern terminus of the Union Pacific Railroad from the place where it is now fixed under existing laws, nor to release said Union Pacific Railroad Company, or its successors, from its obligation as established by existing laws: *Provided also*, That Congress shall at all times have power to regulate said bridge, and the rates for the transportation of freight and passengers over the same, and the local travel hereinbefore provided for. And the amount of bonds herein authorized shall not exceed two and a half millions of dollars: *Provided*, That if said bridge shall be constructed as a draw-bridge, the same shall be constructed with spans of not less than two hundred feet in length in the clear on each side of the central or pivot pier of the draw.

Construction of bridge, tolls, &c.

Eastern terminus of railroad not to be changed.

Congress may regulate tolls and fares.

Amount of bonds.

Draws.

ACT OF MARCH 3, 1871.

AN ACT making appropriations for the support of the Army for the year ending June 30, 1872, &c. Stat. 225.

* * * * * * *

SEC. 9. That, in accordance with the fifth section of the act approved July two, eighteen hundred and sixty-four, entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes,' approved July first, eighteen hundred and sixty-two," the Secretary of the Treasury is hereby directed to pay over in money to the Pacific Railroad companies mentioned in said act, and performing services for the United States, one-half of the compensation at the rate provided by law for such services, heretofore or hereafter rendered: *Provided*, That this section shall not be construed to affect the legal rights of the Government or the obligations of the companies, except as herein specifically provided.

Secretary of Treasury to pay over to Pacific Railroad Companies one-half of compensation, &c.

Legal rights of parties not otherwise affected.

ACT OF MARCH 3, 1873.

An act making appropriations for the legislative, executive, and judicial expenses of the Government for the year ending June 30, 1874, and for other purposes. 17 Stat. 508.

* * * * * * *

SEC. 2. That the Secretary of the Treasury is directed to withhold all payments to any railroad company and its assigns, on account of freights or transportation, over their respective roads, of any kind, to the amount of payments made by the United States for interest upon bonds of the United States issued to any such company, and which shall not have been reimbursed together with the five per cent. of net earnings due and unapplied as provided by law; and any such company may bring suit in the Court of Claims to recover the price of such freight and transportation; and in such suit the right of such company to recover the same upon the law and the facts of the case shall be determined and also the rights of the United States upon the merits of all the points presented by it in answer thereto by them and either party to such suit may appeal to the Supreme Court; and both said courts shall give such cause or causes precedence of all other business.

Secretary of the Treasury to withhold payments to certain railroad companies for freight, &c.

Companies may bring suit in Court of Claims.

Appeal to Supreme Court. Causes to have precedence.

* * * * * * *

SEC. 4. That the Attorney-General shall cause a suit in equity to be instituted in the name of the United States against the Union Pacific Railroad Company, and against all persons who may, in their own names or through any agents, have subscribed for or received capital stock in said road, which stock has not been paid for in full in money, or who may have received, as dividends or otherwise, portions of the capital stock of said road, or the proceeds or avails thereof, or other property of said road, unlawfully and contrary to equity, or who may have received as profits or proceeds of contracts for construction, or equipments of said road, or other contracts therewith, moneys or other property which ought, in equity, to belong to said railroad corporation, or who may, under pretense of having complied with the acts to which this is an addition, have wrongfully and unlawfully received from the United States bonds, moneys, or lands which ought, in equity, to be accounted for and paid to said railroad company or to the United States, and to compel payment for said stock, and the collection and payment of such moneys, and the restoration of such property, or its value, either to said railroad corporation or to the United States, whichever shall in equity be held entitled thereto. Said suit may be brought in the circuit court in any circuit, and all said parties may be made defendants in one suit. Decrees may be entered and enforced against any one or more parties defendant without awaiting the final determination of the cause against other parties. The court where said cause is pending may make such orders and decrees and issue such process as it shall deem necessary to bring in new parties or the representatives of parties deceased, or to carry into effect the purposes of this act. On filing the bill writs of subpœna may be issued by said court against any parties defendant, which writ shall run into any district, and shall be served, as other like process, by the marshal of such district. The books, records, correspondence, and all other documents of the Union Pacific Railroad Company, shall at all times be open to inspection by the Secretary of the Treasury, or such persons as he may delegate for

Attorney-General to bring suit in equity against the Union Pacific Railroad Company and all persons who, etc.

Suit to be brought in any circuit court.

Decrees.

New parties, etc.

Writs of subpœna to run into any district, and how served.

Books of the railroad company to be open to inspection.

Bankrupt laws not to apply.

Dividends, new stock, mortgages, etc.

No director to be interested in any contract, except, etc.

Penalty.

Jurisdiction of circuit court to issue mandamus.

that purpose. The laws of the United States providing for proceedi in bankruptcy shall not be held to apply to said corporation. No d dend shall hereafter be made by said company but from the actual earnings thereof; and no new stock shall be issued, or mortgage pledges made on the property or future earnings of the company, w out leave of Congress, except for the purpose of funding and secu debt now existing, or the renewal thereof. No director or office said road shall hereafter be interested, directly or indirectly, in contract therewith, except for his lawful compensation as such offi Any director or officer who shall pay or declare, or aid in paying declaring any dividend, or creating any mortgage or pledge prohibi by this act, shall be punished by imprisonment not exceeding two ye and by fine not exceeding five thousand dollars. The proper cir court of the United States shall have jurisdiction to hear and de mine all cases of mandamus to compel said Union Pacific Railr Company to operate its road as required by law.

ACT OF JUNE 20, 1874.

18 Stat., 111.

AN ACT making additions to the fifteenth section of the act approved July 2, 1 entitled "An act to amend an act entitled 'An act to aid in the construction railroad and telegraph line from the Missouri River to the Pacific Ocean, and t cure to the government the use of the same for postal, military, and other poses,' approved July 1, 1862."

Certain roads to be operated as continuous line with equal facilities.

Agents or officers to be fined in case of refusal.

Union Pacific Company to be sued in case of refusal.

Penalty fixed.

Be it enacted by the Senate and House of Representatives of the United St of America in Congress assembled, That there shall be, and is here added to the fifteenth section of the act approved July second, eight hundred and sixty-four, entitled "An act to amend an act entitled act to aid in the construction of a railroad and telegraph line from Missouri River to the Pacific Ocean, and to secure to the governm the use of the same for postal, military, and other purposes,' appro July first, eighteen hundred and sixty-two," the following words, na ly: "And any officer or agent of the companies authorized to constr the aforesaid roads, or of any company engaged in operating eithe said roads, who shall refuse to operate and use the road or telegr under his control, or which he is engaged in operating for all purp of communication, travel, and transportation, so far as the public the government are concerned, as one continuous line, or shall ref in such operation and use, to afford and secure to each of said ro equal advantages and facilities as to rates, time, or transportati without any discrimination of any kind in favor of, or adverse to, road or business of any or either of said companies, shall be dee guilty of a misdemeanor, and, upon conviction thereof, shall be fi in any sum not exceeding one thousand dollars, and may be impriso not less than six months. In case of failure or refusal of the Union cific Railroad Company, or either of said branches, to comply with the quirements of this act and the acts to which this act is amendatory, party injured or the company aggrieved may bring an action in the trict or circuit court of the United States in the territory, district circuit in which any portion of the road of the defendant may be s ated, for damages on account of such failure or refusal; and, upon covery, the plaintiff shall be entitled to judgment for treble the amo of all excess of freight and fares collected by the defendant, and treble the amount of damages sustained by the plaintiff by such fail or refusal; and for each and every violation of or failure to comply w the requirements of this act, a new cause of action shall arise; an case of suit in any such territory, district, or circuit, process may served upon any agent of the defendant found in the territory, distr or circuit in which such suit may be brought, and such service shal by the court held to be good and sufficient; and it is hereby provi that for all the purposes of said act, and of the acts amendatory ther the railway of the Denver Pacific Railway and Telegraph Comp shall be deemed and taken to be a part and extension of the road of Kansas Pacific Railroad, to the point of junction thereof with the r of the Union Pacific Railroad at Cheyenne, as provided in the act March third, eighteen hundred and sixty-nine.

ACT OF JUNE 22, 1874.

AN ACT providing for the collection of moneys due the United States from the Pacific Railroad Companies. 18 Stat., 200.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and hereby is, directed to require payment of the railroad companies, their successors and assigns, or the successors or assigns of any or either of said companies, of all sums of money due or to become due, the United States for the five per centum of the net earnings provided for by the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes" approved July first, eighteen hundred and sixty-two, or by any other act or acts in relation to the companies therein named, or any other such company or companies, and in case either of said railroad companies shall neglect or refuse to pay the same within sixty days after demand therefor made upon the treasurer of such railroad company, the Secretary of the Treasury shall certify that fact to the Attorney-General, who shall thereupon institute the necessary suits and proceedings to collect and otherwise obtain redress in respect of the same in the proper circuit courts of the United States, and prosecute the same, with all convenient dispatch to a final determination.

Secretary of the Treasury to demand five per cent. of net earning.

Attorney-General to bring suit.

ACT OF MARCH 3, 1875.

AN ACT making appropriations for the support of the Army for the fiscal year ending June thirtieth, eighteen hundred and seventy-six, and for other purposes. 18 Stat., 453.

Provided, That no money shall hereafter be paid to any railroad company for the transportation of any property or troops of the United Stated over any railroad which, in whole or in part, was constructed by the aid of a grant of public land, on the condition that such railroad should be a public highway for the use of the Government of the United States, free from toll or other charge, or upon any other conditions for the use of such road, for such transportation; nor shall any allowance be made for the transportation of officers of the Army over any such road when on duty and under orders as military officers of the United States. But nothing herein contained shall be construed as preventing any such railroad from bringing a suit in the Court of Claims for the charges for such transportation, and recovering for the same if found entitled thereto, by virtue of the laws in force prior to the passage of this act; provided that the claim for such charges shall not have been barred by the statute of limitations at the time of bringing the suit, and either party shall have the right of appeal to the Supreme Court of the United States: *And provided further*, That the foregoing provision shall not apply for the current fiscal year, nor thereafter, to roads where the sole condition of transportation is that the company shall not charge the Government higher rate than they do individuals for like transportation, and when the Quartermaster-General shall be satisfied that this condition has been faithfully complied with.

No payment for transportation of troops, &c., to railroads, receiving land grants &c.

No allowance for transportation of officers on duty.

Right of companies to sue in Court of Claims.

Statute of limitations.

Appeal.

ACT OF APRIL 30, 1878. 20 Stat., 44.

AN ACT to provide for deficiencies in the appropriations for the service of the government for the fiscal year ending June thirtieth, eighteen hundred and seventy-eight; and for prior years, for subsistence of the Army, and for other purposes.

* * * * * * *

WAR DEPARTMENT.

TRANSPORTATION.—To enable the Secretary of War to pay for transportation of the Army, including baggage of the troops when moving either by land or water; of clothing and camp and garrison equipage from the depots of Philadelphia and Jeffersonville to the several posts and Army depots, and from those depots to the troops in the field; of

Transportation of Army.

horse-equipments and of subsistence stores from the places of purchase and from the places of delivery, under contract, to such places as the circumstances of the service may have required them to be sent; of ordnance, ordnance stores, and small-arms from the founderies and armories to the arsenals, fortifications, frontier posts, and Army depots; freights, wharfage, tolls, and ferriages; the purchase and hire of horses, mules, oxen, and harness, and the purchase and repair of wagons, carts, and drays, and of ships, and other sea-going vessels and boats required for the transportation of supplies and for garrison purposes; for drayage and cartage at the several posts; hire of teamsters; transportation of funds for the pay and other disbursing departments; the expense of sailing public transports on the various rivers, the Gulf of Mexico, and the Atlantic and Pacific; for procuring water at such posts as, from their situation, require it to be brought from a distance; and for clearing roads, and for removing obstructions from roads, harbors, and rivers, to the extent which has been required for the actual operations of the troops in the field, one million two hundred thousand dollars, being a deficiency for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven: *Provided, however*, That no part of this sum shall be paid to any railroad company or to its assigns on account of freights or transportation over their respective roads unless there be an excess due such company after charging the amount of payments made by the United States for interest upon bonds of the United States issued to any such company; but the same shall be paid to the Secretary of the Treasury, to be by him withheld, as directed by existing law.

Railway companies.

Interest on bonds to be deducted.

* * * * * * *

ACT OF MAY 7, 1878.

20 Stat., 56.

AN ACT to alter and amend the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and for other purposes," approved July first, eighteen hundred and sixty-two, and also to alter and amend the act of Congress approved July second, eighteen hundred and sixty-four, in amendment of said first-named act.

Preamble.

Whereas, on the first day of July, anno Domini eighteen hundred and sixty-two, Congress passed an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes; and

Whereas afterward, on the second day of July, anno Domini eighteen hundred and sixty-four, Congress passed an act in amendment of said first-mentioned act; and

Whereas, the Union Pacific Railroad Company, named in said acts, and under the authority thereof, undertook to construct a railway, after the passage thereof, over some part of the line mentioned in said acts; and

Whereas, under the authority of the said two acts, the Central Pacific Railroad Company of California, a corporation existing under the laws of the State of California, undertook to construct a railway, after the passage of said acts, over some part of the line mentioned in said acts; and

Whereas the United States, upon demand of said Central Pacific Railroad Company, have heretofore issued, by way of loan, and as provided in said acts, to and for the benefit of said company, in aid of the purposes named in said acts, the bonds of the United States, payable in thirty years from the date thereof, with interest at six per centum per annum, payable half-yearly, to the amount of twenty-five million eight hundred and eighty-five thousand one hundred and twenty dollars, which said bonds have been sold in the market or otherwise disposed of by said company; and

Whereas the said Central Pacific Company has issued and disposed of an amount of its own bonds equal to the amount so issued by the United States, and secured the same by mortgage, and which are, if lawfully issued and disposed of, a prior and paramount lien, in the respect mentioned in said acts, to that of the United States, as stated, and secured thereby; and

Whereas, after the passage of said acts, the Western Pacific Railroad Company, a corporation then existing under the laws of California, did, under the authority of Congress, become the assignee of the rights, duties, and obligations of the said Central Pacific Railroad Company, as provided in the act of Congress passed on the third of March, anno Domini eighteen hundred and sixty-five, and did, under the authority of the said act and of the acts aforesaid, construct a railroad from the city of San José to the city of Sacramento, in California, and did demand and receive from the United States the sum of one million nine hundred and seventy thousand five hundred and sixty dollars of the bonds of the United States, of the description before mentioned as issued to the Central Pacific Company, and in the same manner and under the provisions of said acts; and upon and in respect of the bonds so issued to both said companies, the United States have paid interest to the sum of more than thirteen and a half million dollars, which has not been reimbursed; and

Whereas said Western Pacific Railroad Company has issued and disposed of an amount of its own bonds equal to the amount so issued by the United States to it, and secured the same by mortgage, which are, if lawfully issued and disposed of, a prior and paramount lien to that of the United States, as stated and secured thereby; and

Whereas said Western Pacific Railroad Company has since become merged in, and consolidated with, said Central Pacific Railroad Company, under the name of the Central Pacific Railroad Company, whereby the said Central Pacific Railroad Company has become liable to all the burdens, duties, and obligations before resting upon said Western Pacific Railroad Company; and divers other railroad companies have been merged in and consolidated with said Central Pacific Railroad Company; and

Whereas the United States, upon the demand of the said Union Pacific Railroad Company, have heretofore issued by way of loan to it and as provided in said acts, the bonds of the United States, payable in thirty years from the date thereof, with interest at six per centum per annum, payable half-yearly, the principal sums of which amount to twenty-seven million two hundred and thirty-six thousand five hundred and twelve dollars; on which the United States have paid over ten million dollars interest over and above all reimbursements; which said bonds have been sold in the market or otherwise disposed of by said corporation; and

Whereas said corporation has issued and disposed of an amount of its own bonds equal to the amounts so issued to it by the United States as aforesaid, and secured the same by mortgage, and which are, if lawfully issued and disposed of, a prior and paramount lien, in the respect mentioned in said acts, to that of the United States, as stated, and secured thereby; and

Whereas the total liabilities (exclusive of interest to accrue) to all creditors, including the United States, of the said Central Pacific Company, amount in the aggregate to more than ninety-six million dollars, and those of the said Union Pacific Railroad Company to more than eighty-eight million dollars; and

Whereas the United States, in view of the indebtedness and operations of said several railroad companies respectively, and of the disposition of their respective incomes, are not and can not, without further legislation, be secure in their interests in and concerning said respective railroads and corporations, either as mentioned in said acts or otherwise; and

Whereas a due regard to the rights of said several companies respectively, as mentioned in said act of eighteen hundred and sixty-two, as well as just security to the United States in the premises, and in respect of all the matters set forth in said act, require that the said act of eighteen hundred and sixty-two be altered and amended as hereinafter enacted; and

Whereas, by reason of the premises also, as well as for other causes of public good and justice, the powers provided and reserved in said act of eighteen hundred and sixty-four for the amendment and alteration thereof ought also to be exercised as hereinafter enacted: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the net earnings mentioned in said act of eighteen hundred and sixty-two, of said railroad com- **Net earnings.**

How to be ascertained.

panies respectively, shall be ascertained by deducting from the gross amount of their earnings, respectively, the necessary expenses actually paid within the year in operating the same and keeping the same in a state of repair, and also the sum paid by them respectively within the year in discharge of interest on their first-mortgage bonds, whose lien has priority over the lien of the United States, and excluding from consideration all sums owing or paid by said companies respectively for interest upon any other portion of their indebtedness; and the foregoing provision shall be deemed and taken as an amendment of said act of eighteen hundred and sixty-four, as well as of said act of eighteen hundred and sixty-two. This section shall take effect on the thirtieth day of June next, and be applicable to all computations of net earnings thereafter; but it shall not effect any right of the United States or of either of said railroad companies existing prior thereto.

Date of effect.

Compensation retained; how applied.

SEC. 2. That the whole amount of compensation which may, from time to time, be due to said several railroad companies respectively for services rendered for the Government shall be retained by the United States, one-half thereof to be presently applied to the liquidation of the interest paid and to be paid by the United States upon the bonds so issued by it as aforesaid, to each of said corporations severally, and the other half thereof to be turned into the sinking fund hereinafter provided, for the uses therein mentioned.

Sinking fund. (Amended by section 5 of act of March 3, 1887.)

SEC 3. That there shall be established in the Treasury of the United States a sinking-fund, which shall be invested by the Secretary of the Treasury in bonds of the United States; and the semi-annual income thereof shall be in like manner from time to time invested, and the same shall accumulate and be disposed of as hereinafter mentioned. And in making such investments the Secretary shall prefer the five per centum bonds of the United States, unless for good reasons appearing to him, and which he shall report to Congress, he shall at any time deem it advisable to invest in other bonds of the United States. All the bonds belonging to said fund shall, as fast as they shall be obtained, be so stamped as to show that they belong to said fund, and that they are not good in the hands of other holders than the Secretary of the Treasury until they shall have been indorsed by him, and publicly disposed of pursuant to this act.

Credits and payments to sinking fund.

SEC. 4. That there shall be carried to the credit of the said fund on the first day of February in each year, the one-half of the compensation for services hereinbefore named, rendered for the Government by said Central Pacific Railroad Company, not applied in liquidation of interest; and, in addition thereto, the said company shall, on said day in each year, pay into the Treasury, to the credit of said sinking-fund, the sum of one million two hundred thousand dollars, or so much thereof as shall be necessary to make the five per centum of the net earnings of said road payable to the United States under said act of eighteen hundred and sixty-two, and the whole sum earned by it as compensation for services rendered for the United States, together with the sum by this section required to be paid, amount in the aggregate to twenty-five per centum of the whole net earnings of said railroad company, ascertained and defined as hereinbefore provided, for the year ending on the thirty-first day of December next preceding. That there shall be carried to the credit of the said fund, on the first day of February in each year, the one-half of the compensation for services hereinbefore named, rendered for the Government by said Union Pacific Railroad Company, not applied in liquidation of interest; and, in addition thereto, the said company shall, on said day in each year, pay into the Treasury, to the credit of said sinking-fund, the sum of eight hundred and fifty-thousand dollars, or so much thereof as shall be necessary to make the five per centum of the net earnings of its said road payable to the United States under said act of eighteen hundred and sixty-two, and the whole sum earned by it as compensation for services rendered for the United States, together with the sum by this section required to be paid, amount in the aggregate to twenty-five per centum of the whole net earnings of said railroad company, ascertained and defined as hereinbefore provided, for the year ending on the thirty-first day of December next preceding.

SEC. 5. That whenever it shall be made satisfactorily to appear to the Secretary of the Treasury, by either of said companies, that seventy-five per centum of its net earnings as hereinbefore defined, for any current year are or were insufficient to pay the interest for such

year upon the obligation of such company, in respect of which obligations there may exist a lien paramount to that of the United States, and that such interest has been paid out of such net earnings, said Secretary is hereby authorized, and it is made his duty, to remit for such current year so much of the twenty-five per centum of net earnings required to be paid into the sinking-fund, as aforesaid, as may have been thus applied and used in the payment of interest as aforesaid.

Dividends prohibited, when.

SEC. 6. That no dividend shall be voted, made, or paid for or to any stockholder or stockholders in either of said companies respectively at any time when the said company shall be in default in respect of the payment either of the sums required as aforesaid to be paid into said sinking-fund, or in respect of the payment of the said five per centum of the net earnings, or in respect of interest upon any debt the lien of which, or of the debt on which it may accrue, is paramount to that of the United States; and any officer or person who shall vote, declare, make, or pay, and any stockholder of any of said companies who shall receive any such dividend contrary to the provisions of this act, shall be liable to the United States for the amount thereof, which, when recovered, shall be paid into said sinking-fund. And every such officer, person, or stockholder who shall knowingly vote, declare, make, or pay any such dividend, contrary to the provisions of this act, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding ten thousand dollars, and by imprisonment not exceeding one year.

Penalties.

SEC. 7. That the said sinking-fund so established and accum[ul]ated shall at the maturity of such bonds so respectively issued by the United States, be applied to the payment and satisfaction thereof, according to the interest and proportion of each of said companies in said fund, and of all interest paid by the United States thereon, and not reimbursed, subject to the provisions of the next section.

Application of sinking fund.

SEC. 8. That said sinking-fund so established and accumulated shall, according to the interest and proportion of said companies respectively therein, be held for the protection, security, and benefit of the lawful and just holders of any mortgage or lien debts of such companies respectively, lawfully paramount to the rights of the United States, and for the claims of other creditors, if any, lawfully chargeable upon the funds so required to be paid into said sinking-fund, according to their respective lawful priorities, as well as for the United States, according to the principles of equity, to the end that all persons having any claim upon said sinking-fund may be entitled thereto in due order; but the provisions of this section shall not operate or be held to impair any existing legal right, except in the manner in this act provided, of any mortgage, lien, or other creditor of any of said companies respectively, nor to excuse any of said companies respectively from the duty of discharging, out of other funds, its debts to any creditor except the United States.

United States lien on all property of the R. R. companies.

SEC. 9. That all sums due to the United States from any of said companies respectively, whether payable presently or not, and all sums required to be paid to the United States or into the Treasury, or into said sinking-fund under this act or under the acts hereinbefore referred to, or otherwise, are hereby declared to be a lien upon all the property, estate, rights and franchises of every description granted or conveyed by the United States to any of said companies respectively or jointly, and also upon all the estate and property, real, personal, and mixed, assets, and income of the said several railroad companies respectively, from whatever source derived, subject to any lawfully prior and paramount mortgage lien, or claim thereon. But this section shall not be construed to prevent said companies respectively from using and disposing of any of their property or assets in the ordinary, proper, and lawful course of their current business, in good faith and for valuable consideration.

Proceedings against the companies.

SEC. 10. That it is hereby made the duty of the Attorney-General of the United States to enforce, by proper proceedings against the several railroad companies respectively or jointly, or against either of them, and others, all the rights of the United States under this act and under the acts hereinbefore mentioned, and under any other act of Congress or right of the United States; and in any suit or proceedings already commenced, or that may be hereafter commenced, against any of said companies, either alone or with other parties, in respect of matters

arising under this act, or under the acts or rights hereinbefore mentioned or referred to, it shall be the duty of the court to determine the very right of the matter without regard to matters of form, joinder of parties, multifariousness, or other matters not affecting the substantial rights and duties arising out of the matters and acts hereinbefore stated and referred to.

Forfeiture.

SEC. 11. That if either of said railroad companies shall fail to perform all and singular the requirements of this act and of the acts hereinbefore mentioned, and of any other act relating to said company, to be by it performed, for the period of six months next after such performance may be due, such failure shall operate as a forfeiture of all the rights, privileges, grants, and franchises derived or obtained by it from the United States; and it shall be the duty of the Attorney-General to cause such forfeiture to be judicially enforced.

Right of Congress to further amend.

SEC. 12. That nothing in this act shall be construed or taken in any wise to affect or impair the right of Congress at any time hereafter further to alter, amend, or repeal the said acts hereinbefore mentioned; and this act shall be subject to alteration, amendment, or repeal, as in the opinion of Congress, justice or the public welfare may require. And nothing herein contained shall be held to deny, exclude, or impair any right or remedy in the premises now existing in favor of the United States.

SEC. 13. That each and every of the provisions in this act contained shall severally and respectively be deemed, taken, and held as in alteration and amendment of said act of eighteen hundred and sixty-two and of said act of eighteen hundred and sixty-four respectively, and of both said acts.

ACT OF JUNE 19, 1878.

20 Stat., 169.

AN ACT to create an Auditor of Railroad Accounts, and for other purposes.*

Repeal of prior laws.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 20 of the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, anno Domini eighteen hundred and sixty-two, and the act entitled "An act relative to filing reports of railroad companies" approved June twenty-fifth, anno Domini eighteen hundred and sixty-eight, be, and the same are hereby repealed.

Organization of bureau.

SEC. 2. That the office of Auditor of Railroad Accounts is hereby established as a bureau of the Interior Department. The said Auditor shall be appointed by the President of the United States, by and with the advice and consent of the Senate. The annual salary of the said Auditor shall be, and is hereby, fixed at the sum of five thousand dollars. To assist the said Auditor to perform the duties of said office, the Secretary of the Interior shall appoint one book-keeper at an annual salary of two thousand four hundred dollars, one assistant bookkeeper at an annual salary of two thousand dollars, one clerk at an annual salary of one thousand four hundred dollars, and one copyist at an annual salary of nine hundred dollars. Actual and necessary traveling and other expenses incurred in visiting the offices of the railroad companies hereinafter described, and for which vouchers shall be rendered, are hereby allowed, not to exceed the sum of two thousand dollars per annum; and it is hereby specially provided that each of said railroad companies shall furnish transportation over its own road, without expense to the United States, for the said Auditor, or any person acting under his direction. Incidental expenses for books, stationery, and other material necessary for the use of said bureaus are hereby allowed, not to exceed the sum of seven hundred dollars per annum. And the sum of twelve thousand dollars is hereby appropriated for the uses and purposes of this act for the fiscal year ending June thirtieth, anno Domini, eighteen hundred and seventy-nine.

Duties of Auditor.

SEC. 3. That the duties of the said Auditor under and subject to the direction of the Secretary of the Interior shall be, to prescribe a system of reports to be rendered to him by the railroad companies whose roads are in whole or in part west, north, or south of the Missouri

* Title changed to Commissioner of Railroads. Act March 3, 1881 (21 Stat., 409).

River, and to which the United States have granted any loan or credit or subsidy in bonds or lands; to examine the books and accounts of each of said railroad companies once in each fiscal year, and at such other times as may be deemed by him necessary to determine the correctness of any report received from them; to assist the Government directors of any of said railway companies in all matters which come under their cognizance whenever they may officially request such assistance; to see that the laws relating to said companies are enforced; to furnish such information to the several departments of the Government in regard to tariffs for freight and passengers and in regard to the accounts of said railroad companies as may be by them required, or, in the absence of any request therefor, as he may deem expedient for the interest of the Government; and to make an annual report to the Secretary of the Interior, on the first day of November, on the condition of each of said railroad companies, their road, accounts, and affairs, for the fiscal year ending June thirtieth immediately preceding.

R. R. companies to report, &c.

SEC. 4. That each and every railroad company aforesaid which has received from the United States any bonds of the said United States, issued by way of loan to aid in constructing or furnishing its road, or which has received from the United States any lands, granted to it for a similar purpose, shall make to the said Auditor any and all such reports as he may require from time to time and shall submit its books and records to the inspection of said Auditor or any person acting in his place and stead, at any time that the said Auditor may request, in the office where said books and records are usually kept; and the said Auditor, or his authorized representative, shall make such transcripts from the said books and records as he may desire.

Penalty for neglect or refusal.

SEC. 5. That if any railroad company aforesaid shall neglect or refuse to make such reports as may be called for, or refuse to submit its books and records to inspection, as provided in section four of this act, such neglect or refusal shall operate as a forfeiture, in each case of such neglect or refusal, of a sum not less than one thousand nor more than five thousand dollars, to be recovered by the Attorney-General of the United States, in the name and for the use and benefit of the United States; and it shall be the duty of the Secretary of the Interior, in all such cases of neglect or refusal as aforesaid, to inform the Attorney-General of the facts, to the end that such forfeiture or forfeitures may be judicially enforced.

Application of act.

SEC. 6. This act shall apply to any and all persons or corporations into whose hands either of said railroads may lawfully come, as well as to the original companies.

Date of effect.

SEC. 7. This act shall take effect on and after the first day of July, anno Domini eighteen hundred and seventy-eight.

ACT OF MARCH 3, 1879.

AN ACT making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and seventy-nine and for prior years, and for those heretofore treated as permanent, and for other purposes. 20 Stat., 420.

* * * * * * *

POST-OFFICE DEPARTMENT.

* * * * * * *

Settlement of accounts of Pacific Railways.

That for the proper adjustments of the accounts of the Union Pacific, Central Pacific, Kansas Pacific, Western Pacific, and Sioux City and Pacific Railroad Companies, respectively, for services which have been or may hereafter be performed for the Government for transportation of the Army and transportation of the mails, the Secretary of the Treasury is hereby authorized to make such entries upon the books of the Department as will carry to the credit of said companies the amount so earned or to be earned by them during each fiscal year and withheld under the provisions of section fifty-two hundred and sixty of the Revised Statutes and of the act of Congress approved May seventh, eighteen hundred and seventy-eight: *Provided*, That this shall not authorize the expenditure of any money from the

R. S., 5260. 1878. ch. 75, ante, 44.

Treasury nor change the method now provided by law for the auditing of such claims against the Government: *Provided further*, That this paragraph shall not be so construed as to be a disposition of any moneys due to or to become due to or from said companies respectively, or to, in any way, affect their rights or duties or the rights of the United States, under existing laws, it being only intended hereby to enable the proper accounting officers to state on the books of the Treasury the accounts between the Government and said companies respectively.

Proviso. No change of rights, &c.

* * * * * * *

ACT OF MARCH 1, 1881.

21 Stat., 375. AN ACT making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1882, and for other purposes.

* * * * * * *

Railway post-office car service. Penalty for not providing railway post-office cars.

For railway post-office car service, one million four hundred and twenty-six thousand dollars. And hereafter when any railroad company fail or refuse to provide railway post-office cars when required by the Post-Office Department, or shall fail or refuse to provide suitable safety-heaters and safety-lamps therefor, with such number of saws and axes to each car for use in case of accident as may be required by the Post-Office Department, said company shall have its pay reduced ten per centum on the rates fixed in section four thousand and two of the Revised Statutes, as amended by act of July twelfth, eighteen hundred and seventy-six, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven, and for other purposes," and as further amended by the act of June seventeen, eighteen hundred and seventy-eight, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-nine, and for other purposes."

R. S., 4002, 1876, ch. 179; 19 Stat., 78.

ACT OF MARCH 3, 1881.

21 Stat., 409. AN ACT making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1882, and for other purposes.

* * * * * * *

OFFICE OF AUDITOR OF RAILROAD ACCOUNTS.—For Auditor, who shall hereafter be styled Commissioner of Railroads, four thousand five hundred dollars, &c.

* * * * * * *

ACT OF JUNE 30, 1882.

22 Stat., 120. AN ACT making appropriations for the support of the Army for the fiscal year ending June 30, 1883, and for other purposes.

Payment to land-grant railroads for transportation.

For the payment for Army transportation lawfully due such land-grant railroads as have not received aid in Government bonds, to be adjusted by the proper accounting officers in accordance with the decisions of the Supreme Court in cases decided under such land-grant acts, but in no case shall more than fifty per centum of the full amount of the service be paid, one hundred and twenty-five thousand dollars: *Provided*, That such compensation shall be computed upon the basis of the tariff rates for like transportation performed for the public at large, and shall be accepted as in full for all demands for said services: *And provided further*, That any such land-grant roads as shall file with the Secretary of the Treasury their written acceptance of this provision shall hereafter be paid for like service as herein provided; and all accounts of such railroads for services heretofore rendered shall be audited and paid as herein provided upon application of such roads and their acceptance of such sum in full of all claims for such services; and all laws inconsistent herewith are hereby repealed.

ACT OF MARCH 3, 1887.

AN ACT authorizing an investigation of the books, accounts, and methods of railroads which have received aid from the United States, and for other purposes. 24 Stat., 488.

* * * * * * *

SEC. 4. That whenever, in the opinion of the President, it shall be deemed necessary to the protection of the interests and the preservation of the security of the United States in respect of its lien, mortgage, or other interest in any of the property of any or all of the several companies upon which a lien, mortgage, or other incumbrance paramount to the right, title or interest of the United States for the same property, or any part of the same, may exist and be then lawfully liable to be enforced, the Secretary of the Treasury shall, under the direction of the President, redeem or otherwise clear off such paramount lien, mortgage, or other incumbrance by paying the sums lawfully due in respect thereof out of the Treasury; and the United States shall thereupon become and be subrogated to all rights and securities theretofore pertaining to the debt, mortgage, lien, or other incumbrance in respect of which such payment shall have been made. It shall be the duty of the Attorney General, under the direction of the President, to take all such steps and proceedings, in the courts and otherwise, as shall be needful to redeem such lien, mortgage or other incumbrance, and to protect and defend the rights and interests of the United States in respect of the matters in this section mentioned, and to take steps to foreclose any mortgages or lien of the United States on any such railroad property.

Proceedings to protect the rights, etc., of the United States.

SEC. 5. That the sinking-funds which are or may be held in the Treasury for the security of the indebtedness of either or all of said railroad companies may, in addition to the investments now authorized by law, be invested in any bonds of the United States heretofore issued for the benefit of either or all of said companies, or in any of the first-mortgage bonds of either of said companies which have been issued under the authority of any law of the United States and secured by mortgages of their roads and franchises, which by any law of the United States have been made prior and paramount to the mortgage, lien, or other security of the United States in respect of its advances to either of said companies as provided by law.

Investment of sinking funds.

LAWS RELATING TO THE NORTHERN PACIFIC RAILROAD.

ACT OF JULY 2, 1864.

AN ACT granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget's Sound, on the Pacific coast, by the northern route. 13 Stat., 365.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Richard D. Rice, John A. Poore, Samuel P. Strickland, Samuel C. Fessenden, * * * and all such other persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic, in deed and in law, by the name, style, and title of the "Northern Pacific Railroad Company," and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, namely, beginning at a point on Lake Superior, in the State of Minnesota or Wisconsin; thence westerly by the most eligible railroad route, as shall be determined by said company, within the territory of the United States on a line north of the forty-fifth degree of latitude to some point on Puget's Sound, with a branch, via the valley of the Columbia River, to a point at or near Portland, in the State of Oregon, leaving the main trunk line at the most suitable place, not more than three hundred miles from its western terminus; and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one million shares of one hundred dollars each, which shall in all respects be deemed personal property, and shall be transferable in such

Northern Pacific Railroad Company incorporated.

Name.

Empowered to lay out, construct, and enjoy a continuous railroad and telegraph line.

From Lake Superior, on a line north of the 45th degree of latitude, to Puget's Sound.

Right to construct a branch to Portland, Oreg.

Capital stock $100,000,000.

manner as the by-laws of said corporation shall provide. The persons herein before named are hereby appointed commissioners, and shall be called the Board of Commissioners of the "Northern Pacific Railroad Company," and fifteen shall constitu[t]e a quorum for the transaction of business. The first meeting of said board of commissioners shall be held at the Melodion Hall, in the city of Boston, at such time as any five commissioners herein named from Massachusetts shall appoint, not more than three months after the passage of this act, notice of which shall be given by them to the other commissioners by publishing said notice in at least one daily newspaper in the cities of Boston, New York, Philadelphia, Cincinnati, Milwaukee, and Chicago, once a week at least four weeks previous to the day of meeting. Said board shall organize by the choice from its number of a president, vice-president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. The secretary shall be sworn to the faithful performance of his duties, and such oath shall be entered upon the records of the company, signed by him, and the oath verified thereon. The president and secretary of said board shall in like manner call all other meetings naming the time and place thereof. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times, and in such principal cities or other places in the United States, as they, or a quorum of them, shall determine, within six months after the passage of this act, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions and to receipt therefor. So soon as twenty thousand shares shall in good faith be subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened, at least fifteen days previous to *to* the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by lawful proxy, then and there shall elect by ballot thirteen directors for said corporation; and in such election each share of said capital stock shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners, and, in case of their absence or inability, any two of the officers of said board, shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioners, the treasurer, and secretary, shall then deliver over to said directors all the properties, subscription books and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them, shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. Annual meetings of the stockholders of the said corporation for the choice of officers (when they are to be chosen) and for the transaction of business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

Board of Commissioners appointed.

First meeting of commissioners to be held in Boston, Mass.

Officers to be chosen from the board of commissioners.

Books of subscriptions to be opened in such cities as the board may determine.

First meeting of subscribers to capital stock.

Thirteen directors to be elected by stockholders.

Commissioners to deliver to directors all properties, etc.

Annual meetings to be held as prescribed by by-laws.

SEC. 2. *And be it further enacted*, That the right of way through the public lands be, and the same is hereby, granted to said "Northern Pacific Railroad Company," its successors and assigns, for the construction of a railroad and telegraph as proposed; and the right, power, and authority is hereby given to said corporation to take from the public lands, adjacent to the line of said road, material of earth, stone, timber, and so forth, for the construction thereof. Said way is granted to said railroad to the extent of two hundred feet in width on each side of said railroad where it may pass through the public domain, including all necessary ground for station building, workshops, depots, machine-shops, switches, side tracks, turn-tables, and water-stations; and the right of way shall be exempt from taxation within the Territories of the United States. The United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this act, and acquired in the donation to the [road] named in this bill.

Grant of right of way.

Authority to take from adjacent lands material for construction.

Right of way 200 feet in width on each side of said railroad.

Right of way exempt from taxation.

Indian titles to be extinguished by the United States.

SEC. 3. *And be it further enacted*, That there be, and hereby is, granted to the "Northern Pacific Railroad Company," its successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line to the Pacific coast, and to secure the safe and speedy trans-

Grant of land.

portation of the mails, troops, munitions of war, and public stores, over the route of said line of railway, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as said company may adopt, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad whenever it passes through any State, and whenever on the line thereof, the United States have full title, not reserved, sold, granted, or otherwise appropriated, and free from pre-emption, or other claims or rights, at the time the line of said road is definitely fixed, and plat thereof filed in the office of the Commissioner of the General Land Office; and whenever, prior to said time, any of said sections or parts of sections shall have been granted, sold, reserved, occupied by homestead settlers, or pre-empted, or otherwise disposed of, other lands shall be selected by said company in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections: *Provided*, That if said route shall be found upon the line of any other railroad route to aid in the construction of which lands have been heretofore granted by the United States, as far as the routes are upon the same general line, the amount of land heretofore granted shall be deducted from the amount granted by this act: *Provided further*, That the railroad company receiving the previous grant of land may assign their interest to said "Northern Pacific Railroad Company," or may consolidate, confederate, and associate with said company upon the terms named in the first section of this act: *Provided further*, That all mineral lands be, and the same are hereby, excluded from the operations of this act, and in lieu thereof a like quantity of unoccupied and unappropriated agricultural lands, in odd-numbered sections, nearest to the line of said road may be selected as above provided: *And provided further*, That the word "mineral," when it occurs in this act, shall not be held to include iron or coal: *And provided further*, That no money shall be drawn from the Treasury of the United States to aid in the construction of the said "Northern Pacific Railroad."

Forty sections per mile in the Territories.

Twenty sections per mile in the States.

Other lands in lieu of those reserved, etc.

Land limits.

If route is upon the line of any other aided road former grant shall be deducted.

Road having previous grant may assign.

"Mineral" lands not granted.

Agricultural lands may be selected in lieu of mineral lands.

"Mineral" does not include iron or coal.

SEC. 4. *And be it further enacted*, That whenever said "Northern Pacific Railroad Company" shall have twenty-five consecutive miles of any portion of said railroad and telegraph line ready for the service contemplated the President of the United States shall appoint three commissioners to examine the same, and if it shall appear that twenty-five consecutive miles of said road and telegraph line have been completed in a good, substantial, and workmanlike manner, as in all other respects required in this act, the commissioners shall so report to the President of the United States, and patents of lands as aforesaid shall be issued to said company, confirming to said company the right and title to said lands, situated opposite to, and conterminous with, said completed section of said road; and, from time to time, whenever twenty-five additional consecutive miles shall have been constructed, completed, and in readiness as aforesaid, and verified by said commissioners to the President of the United States, then patents shall be issued to said company conveying the additional sections of land as aforesaid, and so on as fast as every twenty-five miles of said road is completed: *Provided*, That no more than ten sections of land per mile, as said road shall be completed, shall be conveyed to said company for all that part of said railroad lying east of the western boundary of the State of Minnesota, until the whole of said railroad shall be finished and in good running order, as a first-class railroad, from the place of beginning on Lake Superior to the western boundary of Minnesota: *Provided also*, That lands shall not be granted under the provisions of this act on account of any railroad, or part thereof, constructed at the date of the passage of this act.

The President to appoint three commissioners to examine road.

Commissioners to report to the President.

Proviso as to lands in Minnesota.

Proviso as to road previously built.

SEC. 5. *And be it further enacted*, That said Northern Pacific Railroad shall be constructed in a substantial and workmanlike manner, with all the necessary draws, culverts, bridges, viaducts, crossings, turnouts, stations, and watering places, and all other appurtenances, including furniture, and rolling stock, equal in all respects to railroads of the first class, when prepared for business, with rails of the best quality, manufactured from American iron. And a uniform gauge shall be established throughout the entire length of the road. And there shall be constructed a telegraph line, of the most substantial and approved

Road to be constructed as a "first-class" railroad.

Rails of American iron. (See res. 16 Stat., 378.)

Gauge to be uniform.

Telegraph line. Condition as to

charges for Government transportation and telegraphic service.

description, to be operated along the entire line: *Provided*, That the said company shall not charge the Government higher rates than they do individuals for like transportation and telegraphic service. And it shall be the duty of the Northern Pacific Railroad Company to permit any other railroad which shall be authorized to be built by the United States, or by the legislature of any Territory or State in which the same may be situated, to form running connections with it, on fair and equitable terms.

Other roads may form running connections on equitable terms.

Lands to be surveyed as fast as construction of road may require.

SEC. 6. *And be it further enacted*, That the President of the United States shall cause the lands to be surveyed for forty miles in width on both sides of the entire line of said road, after the general route shall be fixed, and as fast as may be required by the construction of said railroad; and the odd sections of land hereby granted shall not be liable to sale, or entry, or pre-emption before or after they are surveyed, except by said company, as provided in this act; but the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, shall be, and the same is hereby, extended to all other lands on the line of said road, when surveyed, excepting those hereby granted to said company. And the reserved alternate sections shall not be sold by the Government at a price less than two dollars and fifty cents per acre, when offered for sale.

Government not to be land for less than sold per acre.

Authorizes company to take any lands necessary for construction of its road.

200 feet on each side.

SEC. 7. *And be it further enacted*, That the said "Northern Pacific Railroad Company" be, and is hereby, authorized and empowered to enter upon, purchase, take, and hold any lands or premises that may be necessary or proper for the construction and working of said road, not exceeding in width two hundred feet on each side of the line of its railroad, unless a greater width be required for the purpose of excavation or embankment; and also any lands or premises that may be necessary and proper for turnouts, standing places for cars, depots, station-houses, or any other structures required in the construction and working of said road. And the said company shall have the right to cut and remove trees and other material that might, by falling, encumber its road-bed, though standing or being more than two hundred feet from the line of said road. And in case the owner of such lands or premises and the said company cannot agree as to the value of the premises taken, or to be taken for the use of said road, the value thereof shall be determined by the appraisal of three disinterested commissioners, who may be appointed, upon application by either party, to any court of record in any of the Territories in which the lands or premises to be taken lie; and said commissioners, in their assessment of damages, shall appraise such premises at what would have been the value thereof if the road had not been built. And upon return into court of such appraisement, and upon the payment into the same of the estimated value of the premises taken for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purpose aforesaid. And either party feeling aggrieved at said appraisement may, within thirty days after the same has been returned into court, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary and proper in the construction of its road. And said party appealing shall give bonds, with sufficient surety or sureties, for the payment of any cost that may arise upon such appeal; and in case the party appealing does not obtain a verdict, increasing or diminishing, as the case may be, the award of the commissioners, such party shall pay the whole cost incurred by the appellee, as well as his own, and the payment into court, for the use of the owner of said premises taken, of a sum equal to that finally awarded, shall be held to vest in said company the title of said land, and of the right to use and occupy the same for the construction, maintenance, and operation of said road. And in case any of the lands to be taken, as aforesaid, shall be held by any infant, femme covert, non compos, insane person, or persons residing without the Territory within which the lands to be taken lie, or person subjected to any legal disability, the court may appoint a guardian for any party under any disqualification, to appear in proper person, who shall give bonds, with sufficient surety or sureties, for the proper and faithful execution of his

Lands for depots, etc.

Damages to be determined by commissions.

Procedure.

What proceedings in cases of lands held by any infant or person subject to any legal disability.

trust, and who may represent in court the person disqualified, as aforesaid, from appearing, when the same proceedings shall be had in reference to the appraisement of the premises to be taken for the use of said company, and with the same effect as has been already described; and the title of the company to the lands taken by virtue of this act shall not be affected or impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case any party shall have a right or claim to any land for a term of years, or any interest therein, in possession, reversion, or remainder, the value of any such estate, less than a fee simple, shall be estimated and determined in the manner hereinbefore set forth. And in case it shall be necessary for the company to enter upon any lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purposes of said railroad, and may institute proceedings, in manner described, for the purpose of ascertaining the value of, and acquiring title to, the same; but the judge of the court hearing said suit shall determine the kind of notice to be served on such owner or owners, and he may in his discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claims to damages against said company shall be barred.

Other proceedings.

Proceedings when lands are unoccupied.

Claims barred if not made within six years.

SEC. 8. *And be it further enacted*, That each and every grant, right, and privilege herein are so made and given to, and accepted by said Northern Pacific Railroad Company, upon and subject to the following conditions, namely: that the said company shall commence the work on said road within two years from the approval of this act by the President, and shall complete not less than fifty miles per year after the second year, and shall construct, equip, furnish, and complete the whole road by the fourth day of July, anno Domini eighteen hundred and seventy-six.

Grants made subject to certain conditions.

Whole road to be completed by July 4, 1876.

Joint res. May 7, 1867, time extended two years; joint res. July 1, 1868, sec. 8; amended.

SEC. 9. *And be it further enacted*, That the United States make the several conditioned grants herein, and that the said Northern Pacific Railroad Company accept the same, upon the further condition that if the said company make any breach of the conditions hereof, and allow the same to continue for upwards of one year, then, in such case, at any time hereafter, the United States, by its Congress, may do any and all acts and things which may be needful and necessary to insure a speedy completion of said road.

Congress may do anything necessary to insure a speedy completion of the road.

SEC. 10. *And be it further enacted*, That all people of the United States shall have the right to subscribe to the stock of the Northern Pacific Railroad Company until the whole capital named in this act of incorporation is taken up, by complying with the terms of subscription; and no mortgage or construction bonds shall ever be issued by said company on said road, or mortgage, or lien made in any way, except by the consent of the Congress of the United States.

All people of the United States may subscribe to the stock, until whole amount is taken up.

No bonds to be issued without consent of Congress.

SEC. 11. *And be it further enacted*, That said Northern Pacific Railroad, or any part thereof, shall be a post-route and a military road, subject to the use of the United States, for postal, military, naval, and all other Government service, and also subject to such regulations as Congress may impose restricting the charges for such Government transportation.

To be a post-route and military road.

Congress may restrict charges for Government transportation.

SEC. 12. *And be it further enacted*, That the acceptance of the terms, conditions, and impositions of this act by the said Northern Pacific Railroad Company shall be signified in writing under the corporate seal of said company, duly executed pursuant to the directions of its board of directors first had and obtained, which acceptance shall be made within two years after the passage of this act, and not afterwards, and shall be served on the President of the United States.

Company to accept terms, conditions, &c., within two years.

SEC. 13. *And be it further enacted*, That the directors of said company shall make an annual report of their proceedings and expenditures, verified by the affidavits of the president and at least six of the directors, and they shall, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part thereof.

Annual report to be verified by affidavits of president and six directors of company.

SEC. 14. *And be it further enacted*, That the directors chosen in pursuance of the first section of this act shall, as soon as may be after their election, elect from their own number a president and vice-president; and said board of directors shall, from time to time, and as soon as may be after their election, choose a treasurer and secretary, who

Election of president and vice-president from board of directors.

Treasurer and secretary.

shall hold their offices at the will and pleasure of the board of directors. The treasurer and secretary shall give such bonds, with such security as the said board from time to time may require. The secretary shall, before entering upon his duty, be sworn to the faithful discharge thereof, and said oath shall be made a matter of record upon the books of said corporation. No person shall be a director of said company unless he shall be a stockholder, and qualified to vote for directors at the election at which he shall be chosen.

Term of office of president, vice-president, and directors not to exceed three years.

SEC. 15. *And be it further enacted*, That the president, vice-president, and directors shall hold their offices for the period indicated in the by-laws of said company, not exceeding three years, respectively, and until others are chosen in their place, and qualified. In case it shall so happen that an election of directors shall not be made on any day appointed by the by-laws of said company, the corporation shall not for that excuse be deemed to be dissolved, but such election may be holden on any day which shall be appointed by the directors. The directors, of whom seven, including the president, shall be a quorum for the transaction of business, shall have full power to make and prescribe such by-laws, rules, and regulations as they shall deem needful and proper touching the disposition and management of the stock, property, estate, and effects of the company, the transfer of shares, the duties and conduct of their officers and servants touching the election and meeting of the directors, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors may have full power to fill any vacancy or vacancies that may occur from any cause or causes from time to time in their said board. And the said board of directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of the company, and to do all acts and things touching the location and construction of said road.

Directors empowered to make by-laws, rules, and regulations.

Directors may fill vacancies in board.

Directors empowered to appoint engineers, agents, &c.

Directors to require payment of ten per centum cash assessment, and balance of subscription when needed.

SEC. 16. *And be it further enacted*, That it shall be lawful for the directors of said company to require payment of the sum of ten per centum cash assessment upon all subscriptions received of all subscribers, and the balance thereof at such times and in such proportions and on such conditions as they shall deem to be necessary to complete the said road and telegraph line within the time in this act prescribed. Sixty days' previous notice shall be given of the payments required, and of the time and place of payment, by publishing a notice once a week in one daily newspaper in each of the cities of Boston, New York, Philadelphia, and Chicago; and in case any stockholder shall neglect or refuse to pay, in pursuance of such notice, the stock held by such person shall be forfeited absolutely to the use of the company, and also any payment or payments that shall have been made on account thereof, subject to the condition that the board of directors may allow the redemption on such terms as they may prescribe.

Forfeited stock may be redeemed on terms prescribed by directors.

Company authorized to accept other grants, franchises, &c.

SEC. 17. *And be it further enacted*, That the said company is authorized to accept to its own use any grant, donation, loan, power, franchise, aid, or assistance which may be granted to, or conferred upon said company by the Congress of the United States, by the legislature of any State, or by any corporation, person, or persons; and said corporation is authorized to hold and enjoy any such grant, donation, loan, power, franchise, aid, or assistance, to its own use for the purpose aforesaid.

Consent of State legislatures to be obtained.

SEC. 18. *And be it further enacted*, That said Northern Pacific Railroad Company shall obtain the consent of the legislature of any State through which any portion of said railroad line may pass previous to commencing the construction thereof; but said company may have the right to put on engineers and survey the route before obtaining the consent of the legislature.

Act to be null and void, unless two millions of dollars of stock are subscribed for within two years.

SEC. 19. *And be it further enacted*, That unless said Northern Pacific Railroad Company shall obtain *bona fide* subscriptions to the stock of said company to the amount of two millions of dollars, with ten per centum paid within two years after the passage and approval of this act, it shall be null and void.

Congress may add to, alter, amend, or repeal this act, having due regard for the rights of the company.

SEC. 20. *And be it further enacted*, That the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times (but particularly in time of war) the use and benefits of the same for postal, military, and other purposes, Congress may, at any time, having due regard for the rights of said Northern Pacific Railroad Company, add to, alter, amend, or repeal this act.

JOINT RESOLUTION OF MAY 7, 1866.

No. 34.—A RESOLUTION extending the time for the completion of the Union Pacific Railway, eastern division and Northern Pacific Railroad. 14 Stat., 355.

* * * * * * *

SEC. 2. *And be it further resolved*, That the time for commencing, and completing the Northern Pacific Railroad, and all its several sections, is extended for the term of two years. Northern Pacific Railroad.

*

ACT OF JUNE 25, 1868. (*Repealed.*)

AN ACT relative to filing reports of railroad companies. 15 Stat., 79.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the reports required to be made to the Secretary of the Treasury on or before the first day of July of each year, by the corporations created by or entitled to subsidies under the provisions of an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, and the acts supplemental to and amendatory thereof, shall hereafter be made to the Secretary of the Interior, on or before the first day of October of each year. Said reports shall furnish full and specific information upon the several points mentioned in the twentieth section of the said act of eighteen hundred and sixty-two, and shall be verified as therein prescribed, and on failure to make the same as herein required, the issue of bonds or patents to the company in default shall be suspended until the requirements of this act shall be complied with by such company. And the reports hitherto made to the Secretary of the Treasury under the said act of July first, eighteen hundred and sixty-two, shall be transferred and delivered by him to the Secretary of the Interior to be filled by him. Reports to the Secretary of the Interior to be made on or before the first day of October of each year by subsidized Pacific railroad companies.

SEC. 2. *And be it further enacted*, That the corporations created by the provisions of the acts of Congress approved July second, eighteen hundred and sixty-four, and July twenty-seventh, eighteen hundred and sixty-six, and known as the Northern Pacific Railroad Company, the Atlantic and Pacific Railroad Company, and the Southern Pacific Railroad Company, shall make reports to the Secretary of the Interior on or before the first of October of each year, as are required to be made by the Union Pacific Railroad and branches, under the provisions of the first section of this act, and on failure so to do, shall be subject to the like suspension. Northern Pacific, Atlantic and Pacific and Southern Pacific Railroad Companies to report at same time as the Union Pacific Railroad Company.

SEC. 3. *And be it further enacted*, That the reports required from the commissioners appointed to examine and report in relation to the road of any of the corporations whereto reference is made in this act, shall be addressed to and filed in the Department of the Interior; and all such reports heretofore made shall be transferred to and filed in said Department of the Interior; and so much of any and all acts as requires any reports from such companies, or any officers thereof, to be made to the Secretary of the Treasury, is hereby repealed. Reports of examining commissioners to be addressed to and filed in the Department of the Interior.

SEC. 4. *And be it further enacted*, That, in addition to the eight subjects referred to in section twenty of the act of July, eighteen hundred and sixty-two, to be reported upon, there shall also be furnished annually to the Secretary of the Interior all reports of engineers, superintendents, or other officers who make annual reports to any of said railroad companies. Annual reports of officers to be furnished annually to the Secretary of the Interior.

(The foregoing act was repealed by act of Congress, approved June 19, 1878, 20 U. S. Stat., 169.)

JOINT RESOLUTION OF JULY 1, 1868.

15 Stat., p. 255. **No. 47.—JOINT RESOLUTION extending the time for the completion of the Northern Pacific Railroad.**

Section 8, chap. 217, 13 Stat., 370, amended.

Time extended to July 4, 1879. (See res. of May 7, 1866, 14 Stat., 355.)

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That section eight of an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast," is hereby so amended as to read as follows: That each and every grant, right, and privilege herein, are so made and given to and accepted by said Northern Pacific Railroad Company upon and subject to the following conditions, namely: That the said company shall commence the work on said road within two years from and after the second day of July, eighteen hundred and sixty-eight, and shall complete not less than one hundred miles per year after the second year thereafter, and shall construct, equip, furnish, and complete the whole road by the fourth day of July, anno Domini eighteen hundred and seventy-seven.

JOINT RESOLUTION OF MARCH 1, 1869.

15 Stat., 346. 13 Stat., 370. **No. 15.—JOINT RESOLUTION gra[n]ting the Consent of Congress provided for in section ten of the Act incorporating the Northern Pacific Railroad Company, approved July second, eighteen hundred and sixty-four.**

Consent of Congress given to issue mortgage bonds for construction purposes.

Meaning of term "Puget Sound."

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the Congress of the United States is hereby given to the Northern Pacific Railroad Company to issue its bonds, and to secure the same by mortgage upon its railroad and its telegraph line, for the purpose of raising funds with which to construct said railroad and telegraph line between Lake Superior and Puget Sound, and also upon its branch to a point at or near Portland, Oregon; and the term "Puget Sound," as used here and in the act incorporating said company, is hereby construed to mean all the waters connected with the Straits of Juan de Fuca within the territory of the United States.

JOINT RESOLUTION OF APRIL 10, 1869.

16 Stat., 57. **No. 20.—JOINT RESOLUTION granting Right of Way for the Construction of a Railroad from a Point at or near Portland, Oregon, to a Point west of the Cascade Mountains, in Washington Territory.**

Company authorized to extend its branch line from Portland to Puget Sound.

Not entitled hereby to any subsidy or additional lands.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Northern Pacific Railroad Company be, and hereby is, authorized to extend its branch line from a point at or near Portland, Oregon, to some suitable point on Puget Sound, to be determined by said company, and also to connect the same with its main line west of the Cascade mountains, in the Territory of Washington; said extension being subject to all the conditions and provisions, and said company in respect thereto being entitled to all the rights and privileges conferred by the act incorporating said company, and all acts additional to and amendatory thereof: *Provided,* That said company shall not be entitled to any subsidy in money, bonds, or additional lands of the United States, in respect to said extension of its branch line as aforesaid, except such lands as may be included in the right of way on the line of such extension as it may be located: *And provided further,* That at least twenty-five miles of said extension shall be constructed before the second day of July, eighteen hundred and seventy-one, and forty miles per year thereafter until the whole of said extension shall be completed.

RESOLUTION OF MAY 31, 1870.

No. 67.—A RESOLUTION authorizing the Northern Pacific Railroad Company to issue its Bonds for the Construction of its road and to secure the same by Mortgage, and for other Purposes. 16 Stat., 378.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Northern Pacific Railroad Company be, and hereby is, authorized to issue its bonds to aid in the construction and equipment of its road, and to secure the same by mortgage on its property and rights of property of all kinds and descriptions, real, personal, and mixed, including its franchises as a corporation; and, as proof and notice of its legal execution and effectual delivery, said mortgage shall be filed and recorded in the office of the Secretary of the Interior; and also to locate and construct, under the provisions and with the privileges, grants, and duties provided for in its act of incorporation, its main road to some point on Puget Sound, via the valley of the Columbia River, with the right to locate and construct its branch from some convenient point on its main trunk line across the Cascade Mountains to Puget Sound; and in the event of there not being in any State or Territory in which said main line or branch may be located, at the time of the final location thereof, the amount of lands per mile granted by Congress to said company, within the limits prescribed by its charter, then said company shall be entitled, under the directions of the Secretary of the Interior, to receive so many sections of land belonging to the United States, and designated by odd numbers, in such State or Territory, within ten miles on each side of said road, beyond the limits prescribed in said charter, as will make up such deficiency, on said main line or branch, except mineral and other lands as exempted in the charter of said company of eighteen hundred and sixty-four, to the amount of the lands that have been granted, sold, reserved, occupied by homestead settlers, pre-empted, or otherwise disposed of subsequent to the passage of the act of July two, eighteen hundred and sixty-four, and that twenty-five miles of said main line between its western terminus and the city of Portland, in the State of Oregon, shall be completed by the first day of January, anno Domini eighteen hundred and seventy-two, and forty miles of the remaining portion thereof each year thereafter until the whole shall be completed between said points: *Provided*, That all lands hereby granted to said company which shall not be sold or disposed of or remain subject to the mortgage by this act authorized, at the expiration of five years after the completion of the entire road, shall be subject to settlement and preëmption like other lands, at a price to be paid to said company not exceeding two dollars and fifty cents per acre; and if the mortgage hereby authorized shall at any time be enforced by foreclosure or other legal proceeding, or the mortgaged lands hereby granted, or any of them, be sold by the trustees to whom such mortgage may be executed, either at its maturity or for any failure or default of said company under the terms thereof, such lands shall be sold at public sale, at places within the States and Territories in which they shall be situate, after not less than sixty days previous notice, in single sections or subdivisions thereof, to the highest and best bidder: *Provided further*, That in the construction of the said railroad, American iron or steel only shall be used, the same to be manufactured from American ores exclusively.

Authorized to issue mortgage bonds for construction and equipment of road.

Mortgage to be filed and recorded in the office of the Secretary of the Interior.

Authorized to locate its main road via Columbia River, with a branch across the Cascade Mountains to Puget Sound.

Limits within which indemnity lands may be obtained increased ten miles, being sixty miles on each side of the road.

Company's lands unsold and not mortgaged subject to settlement at not over $2.50 per acre five years after completion of the entire road.

American iron or steel, manufactured from American ores exclusively, shall only be used.

SEC. 2. *And be it further resolved*, That Congress may at any time alter or amend this joint resolution, having due regard to the rights of said company and any other parties

Congress reserves the right to alter or amend.

LAWS RELATING TO THE ATLANTIC AND PACIFIC RAILROAD.

ACT OF JULY 27, 1866.

14 Stat., 292. AN ACT granting Lands to aid in the Construction of a Railroad and Telegraph Line from the States of Missouri and Arkansas to the Pacific Coast.

Atlantic and Pacific Railroad Company incorporated.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That John B. Brown, Anson P. Morrill, Samuel F. Hersey, William G. Crosby, Samuel E. Spring, Samuel P. Dinsmore, of Maine; * * * and all such other persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic, in deed and in law, by the name, style, and title of the "Atlantic and Pacific Railroad Company," and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And said corporation is hereby authorized and empowered to lay out, locate, and construct, furnish, maintain, and enjoy, a continuous railroad and telegraph line, with the appurtenances, namely: Beginning at or near the town of Springfield, in the State of Missouri, thence to the western boundary line of said State, and thence by the most eligible railroad route as shall be determined by said company to a point on the Canadian River, thence to the town of Albuquerque, on the River Del Norte, and thence by way of the Agua Frio, or other suitable pass, to the head waters of the Colorado Chiquito, and thence, along the thirty-fifth parallel of latitude as near as may be found most suitable for a railway route, to the Colorado River, at such point as may be *be* selected by said company for crossing; thence, by the most practicable and eligible route, to the Pacific. The said company shall have the right to construct a branch from the point at which the road strikes the Canadian River eastwardly, along the most suitable route as selected, to a point in the western boundary line of Arkansas, at or near the town of Van Buren. And the said company is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act, as herein set forth. The capital stock of said company shall consist of one million shares of one hundred dollars each, which shall in all respects be deemed personal property, and shall be transferable in such manner as the laws of said corporation shall provide. The persons hereinbefore named are hereby appointed commissioners, and shall be called the board of commissioners of the "Atlantic and Pacific Railroad Company," and fifteen shall constitute a quorum for the transaction of business. The first meeting of said board of commissioners shall be held at the Turner Hall, in the city of Saint Louis, on the first day of October, anno Domini eighteen hundred and sixty-six, or at such time within three months thereafter as any ten commissioners herein named from Missouri shall appoint, notice of which shall be given by them to the other commissioners by publishing said notice in at least one daily newspaper in the cities of Boston, New York, Cincinnati, Saint Louis, Memphis, and Nashville, once a week for at least four weeks previous to the day of meeting. Said board shall organize by the choice from its number of a president, vice-president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof, as they may deem proper. The secretary shall be sworn to the faithful performance of his duties, and such oath shall be entered upon the records of the company, signed by him, and the oath verified thereon. The president and secretary of said boards shall, in like manner, call other meetings, naming the time and place thereof. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times and in such principal cities or other places in the United States as they or a quorum of them shall determine, within twelve months after the passage of this act, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as ten thousand shares shall in good faith be subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of com-

Name.

Empowered to lay out, construct, and enjoy a continuous railroad and telegraph line.

From Springfield, Mo., via Albuquerque, N. Mex., along the 35th parallel of latitude, to the Pacific.

Right to construct a branch from Canadian River to a point near Van Buren, Ark.

Capital stock, $100,000,000.

Board of commissioners appointed.

First meeting of commissioners to be held in St. Louis, Mo.

Organization of board.

President and secretary to call other meetings.

Duty of the board of commissioners to open books for subscriptions to stock.

missioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened, at least fifteen days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by lawful proxy, then and there shall elect, by ballot, thirteen directors for said corporation; and in such election each share of said capital stock shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners, and in case of their absence or inability any two of the officers of said board, shall act as inspectors of said election, and shall certify, under their hands, the names of the directors elected at said meeting. And the said commissioners, treasurer, and the secretary shall then deliver over to said directors all the moneys, properties, subscription books, and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. Annual meetings of the stockholders of the said corporation for the choice of officers (when they are to be chosen), and for the transaction of business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

First meeting of subscribers to stock.

Thirteen directors to be elected by stockholders.

Commissioners to deliver over to the directors all the moneys, properties, books, &c.

Annual meetings of stockholders.

SEC. 2. *And be it further enacted*, That the right of way through the public lands be, and the same is hereby, granted to the said Atlantic and Pacific Railroad Company, its successors and assigns, for the construction of a railroad and telegraph as proposed; and the right, power, and authority is hereby given to said corporation to take from the public lands adjacent to the line of said road material of earth, stone, timber, and so forth, for the construction thereof. Said way is granted to said railroad to the extent of one hundred feet in width on each side of said railroad where it may pass through the public domain, including all necessary grounds for station-buildings, work-shops, depots, machine-shops, switches, side-tracks, turn tables, and water-stations; and the right of way shall be exempt from taxation within the Territories of the United States. The United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the Indians, and only by their voluntary cession, the Indian title to all lands falling under the operation of this act and acquired in the donation of the road named in the act.

Grant of right of way.

Authority to take from adjacent lands materials for construction.

Right of way 100 feet in width on each side of said railroad.

Right of way exempt from taxation.

Indian titles to be extinguished by the United States.

SEC. 3. *And be it further enacted*, That there be, and hereby is, granted to the Atlantic and Pacific Railroad Company, its successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line to the Pacific Coast, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores, over the route of said line of railway and its branches, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as said company may adopt, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad whenever it passes through any State, and whenever, on the line thereof, the United States have full title, not reserved, sold, granted, or otherwise appropriated, and free from pre-emption or other claims or rights, at the time the line of said road is designated by a plat thereof, filed in the office of the commissioner of the General Land Office; and whenever, prior to said time, any of said sections or parts of sections shall have been granted, sold, reserved, occupied by homestead settlers, or pre-empted, or otherwise disposed of, other lands shall be selected by said company in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections, and not including the reserved numbers: *Provided*, That if said route shall be found upon the line of any other railroad route, to aid in the construction of which lands have been heretofore granted by the United States, as far as the routes are upon the same general line, the amount of land heretofore granted shall be deducted from the amount granted by this act: *Provided further*, That the railroad company receiving the previous grant of land may assign their interest to said "Atlantic and Pacific Railroad Company," or may consolidate, confederate, and associate with said company upon the terms named in the first and seventeenth sections of this act: *Provided further*, That all mineral lands be, and the same are hereby, excluded

Grant of lands

Forty sections per mile in the Territories.

Twenty sections per mile in the States.

Other lands may be selected in lieu of those reserved.

Land limits.

If route is upon the line of any other aided road former grant shall be deducted.

Road having previous grant may assign.

"Mineral" lands not granted.

Agricultural lands in lieu of mineral lands.

from the operations of this act, and in lieu thereof a like quantity of unoccupied and unappropriated agricultural lands in odd-numbered sections nearest to the line of said road, and within twenty miles thereof, may be selected as above provided: *And provided further*, That the word "mineral," when it occurs in this act, shall not be held to include iron or coal: *And provided further*, That no money shall be drawn from the Treasury of the United States to aid in the construction of the said "Atlantic and Pacific Railroad."

"Mineral" does not include iron or coal.

SEC. 4. *And be it further enacted*, That whenever said Atlantic and Pacific Railroad Company shall have twenty-five consecutive miles of any portion of said railroad and telegraph line ready for the service contemplated, the President of the United States shall appoint three commissioners to examine the same, who shall be paid a reasonable compensation for their services by the company, to be determined by the Secretary of the Interior; and if it shall appear that twenty-five consecutive miles of said road and telegraph line have been completed in a good, substantial and workman-like manner, as in all other respects required by this act, the commissioners shall so report under oath, to the President of the United States, and patents of lands, as aforesaid, shall be issued to said company, confirming to said company the right and title to said lands situated opposite to and coterminous with said completed section of said road. And from time to time, whenever twenty-five additional consecutive miles shall have been constructed, completed, and in readiness as aforesaid, and verified by said commissioners to the President of the United States, then patents shall be issued to said company conveying the additional sections of land as aforesaid, and so on as fast as every twenty-five miles of said road is completed as aforesaid.

The President to appoint three Commissioners to examine road.

Commissioners to report, *under oath*, to the President.

SEC. 5. *And be it further enacted*, That said Atlantic and Pacific Railroad shall be constructed in a substantial and workman-like manner, with all the necessary draws, culverts, bridges, viaducts, crossings, turn-outs, stations and watering-places, and all other appurtenances, including furniture and rolling-stock, equal in all respects to railroads of the first-class when prepared for business, with rails of the best quality, manufactured from American iron. And a uniform gauge shall be established throughout the entire length of the road. And there shall be constructed a telegraph line, of the most substantial and approved description, to be operated along the entire line: *Provided*, That the said company shall not charge the Government higher rates than they do individuals for like transportation and telegraphic service. And it shall be the duty of the Atlantic and Pacific Railroad Company to permit any other railroad which shall be authorized to be built by the United States, or by the legislature of any Territory or State in which the same may be situated, to form running connections with it, on fair and equitable terms.

Road to be constructed as a "first-class" railroad.

Rails to be of American iron.

Gauge to be uniform.

Telegraph line.

Condition as to charges for Government transportation and telegraphic service.

Other roads may form running connections on equitable terms.

SEC. 6. *And be it further enacted*, That the President of the United States shall cause the lands to be surveyed for forty miles in width on both sides of the entire line of said road after the general route shall be fixed, and as fast as may be required by the construction of said railroad; and the odd sections of land hereby granted shall not be liable to sale or entry, or pre-emption, before or after they are surveyed, except by said company, as provided in this act; but the provision of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the act amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, shall be, and the same are hereby, extended to all other lands on the line of said road when surveyed, excepting those hereby granted to said company.

Lands to be surveyed as fast as construction of road may require.

SEC. 7. *And be it further enacted*, That the said Atlantic and Pacific Railroad Company be, and is hereby, authorized and empowered to enter upon, purchase, take and hold any lands or premises that may be necessary and proper for the construction and working of said road, not exceeding in width one hundred feet on each side of the line of its railroad, unless a greater width be required for the purposes of excavation or embankment; and also any lands or premises that may be necessary and proper for turn-outs, standing places for cars, depots, station-houses, or any other structures required in the construction and working of said road. And the said company shall have the right to cut and remove trees and other material that might, by falling, incum-

Authorizes company to take any lands necessary for construction of its road.

100 feet on each side.

Lands for turn-outs, depots, &c.

ber its road-bed, though standing or being more than two hundred feet from the line of said road. And in case the owner of such lands or premises and the said company cannot agree as to the value of the premises taken, or to be taken, for the use of said road, the value thereof shall be determined by the appraisal of three disinterested commissioners, who may be appointed upon application by either party to any court of record in any of the Territories in which the lands or premises to be taken lie; and said commissioners, in their assessment of damages, shall appraise such premises at what would have been the value thereof if the road had not been built. And upon return into court of such appraisement, and upon the payment into the same of the estimated value of the premises taken for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purposes aforesaid. And either party feeling aggrieved at said appraisement may, within thirty days after the same has been returned into court, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary and proper in the construction of its road. And said party appealing shall give bonds, with sufficient surety or sureties, for the payment of any cost that may arise upon such appeal; and in case the party appealing does not obtain a verdict more favorable, such party shall pay the whole cost incurred by the appellee, as well as his own, and the payment into court, for the use of the owner of said premises taken, at a sum equal to that finally awarded, shall be held to vest in said company the title of said land, and the right to use and occupy the same for the construction, maintenance, and operation of said road. And in case any of the lands to be taken as aforesaid shall be held by an infant, femme covert, non compos, insane person, or persons residing without the territory within which the lands to be taken lie, or persons subjected to any legal disability, the court may appoint a guardian, for any party under disqualification, to appear in proper person, who shall give bonds, with sufficient surety or sureties, for the proper and faithful execution of his trust, and who may represent in court the person disqualified, as aforesaid, from appearing when the same proceedings shall be had in reference to the appraisement of the premises to be taken for the use of said company, and with the same effect as has been already described: and the title of the company to the lands taken by virtue of this act shall not be affected or impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case any party shall have a right or claim to any land for a term of years, or any interest therein, in posession reversion, or remainder, the value of any such estate, less than a fee simple, shall be estimated and determined in the manner hereinbefore set forth. And in case it shall be necessary for the company to enter upon any lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purposes of said railroad, and may institute proceedings, in manner described, for the purpose of ascertaining the value of and of acquiring a title to, the same; but the judge of the court hearing said suit shall determine the kinds of notice to be served on such owner or owners, and he may in his discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claims to damages against said company shall be barred.

Damages to be determined by commissioners.

Procedure.

What proceedings in cases of lands held by any persons subject to any legal disability.

Other proceedings.

Proceedings when lands are unoccupied.

Claims barred if not made within six years.

SEC. 8. *And be it further enacted*, That each and every grant, right, and privilege herein are so made and given to and accepted by said Atlantic and Pacific Railroad Company, upon and subject to the following conditions, namely: That the said company shall commence the work on said road within two years from the approval of this act by the President, and shall complete not less than fifty miles per year after the second year, and shall construct, equip, furnish, and complete the main line of the whole road by the fourth day of July, anno Domini eighteen hundred and seventy-eight.

Grants made subject to certain conditions.

Whole road to be completed by July 4, 1878.

SEC. 9. *And be it further enacted*, That the United States make the several conditional grants herein, and that the said Atlantic and Pacific Railroad Company accept the same, upon the further condition that if the said company make any breach of the conditions hereof, and allow

Congress may do anything necessary to insure a speedy completion of the road.

the same to continue for upwards of one year, then, in such case, at any time hereafter, the United States may do any and all acts and things which may be needful and necessary to insure a speedy completion of the said road.

All people of the United States may subscribe to the stock until whole amount is taken up.

SEC. 10. *And be it further enacted*, That all people of the United States shall have the right to subscribe to the stock of the Atlantic and Pacific Railroad Company until the whole capital named in this act of incorporation is taken up by complying with the terms of subscription.

To be a post-route and military road.

Congress may restrict charges for Government transportation.

SEC. 11. *And be it further enacted*, That said Atlantic and Pacific Railroad, or any part thereof, shall be a post-route and military road, subject to the use of the United States for postal, military, naval, and all other Government service, and also subject to such regulations as Congress may impose restricting the charges for such Government transportation.

Company to accept terms, conditions, &c., within two years.

SEC. 12. *And be it further enacted*, That the acceptance of the terms, conditions, and impositions of this act by the said Atlantic and Pacific Railroad Company shall be signified in writing under the corporate seal of said company, duly executed pursuant to the direction of its board of directors first had and obtained, which acceptance shall be made within two years after the passage of this act, and not afterwards, and shall be deposited in the office of the Secretary of the Interior.

Annual report to be verified by affidavits of president and six directors of company.

SEC. 13. *And be it further enacted*, That the directors of said company shall make and publish an annual report of their proceedings and expenditures, verified by the affidavits of the president and at least six of the directors, a copy of which shall be deposited in the office of said Secretary of the Interior, and they shall, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part thereof.

Election of president and vice-president from board of directors.

Treasurer and secretary.

SEC. 14. *And be it further enacted*, That the directors chosen in pursuance of the first section of this act shall so soon as may be after their election, elect from their own number a president and vice-president; and said board of directors shall, from time to time, and so soon as may be after their election, choose a treasurer and secretary, who shall hold their offices at the will and pleasure of the board of directors. The treasurer and secretary shall give such bonds, with such security as the said board from time to time may require. The secretary shall, before entering upon his duty, be sworn to the faithful discharge thereof, and said oath shall be made a matter of record upon the books of said corporation. No person shall be a director of said company unless he shall be a stockholder, and qualified to vote for directors at the election at which he shall be chosen.

Term of office of president, vice-president, and directors not to exceed three years.

Directors empowered to make by-laws, rules, and regulations.

Directors may fill vacancies in board.

Directors empowered to appoint engineers, agents, &c.

SEC. 15. *And be it further enacted*, That the president, vice-president, and directors shall hold their offices for the period indicated in the by-laws of said company, not exceeding three years, respectively, and until others are chosen in their place, and qualified. In case it shall so happen that an election of directors shall not be made on any day appointed by the by-laws of said company, the corporation shall not for that excuse be deemed to be dissolved, but such election may be holden on any day which shall be appointed by the directors. The directors, of whom seven, including the president, shall be a quorum for the transaction of business, shall have full power to make and prescribe such by-laws, rules, and regulations as they shall deem needful and proper touching the disposition and management of stock, property, estate, and effects of the company, the transfer of shares, the duties and conduct of their officers and servants touching the election and meeting of the directors, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors may have full power to fill any vacancy or vacancies that may occur from any cause or causes from time to time in their said board. And the said board of directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of the company, and to do all acts and things touching the location and construction of said road.

Directors to require payment of ten per centum, cash assessment, and balance of subscriptions when needed.

SEC. 16. *And be it further enacted*, That it shall be lawful for the directors of said company to require payment of the sum of ten per centum cash assessment upon all subscriptions received of all subscribers, and the balance thereof at such times and in such proportion and on such conditions as they shall deem to be necessary to complete the said road and telegraph lines within the time in this act prescribed. Sixty days'

previous notice shall be given of the payments required, and of the time and place of payment, by publishing a notice once a week in one daily newspaper in each of the cities of Boston, New York, Cincinnati, St. Louis, Memphis, and Nashville, and in case any stockholder shall neglect or refuse to pay, in pursuance of such notice, the stock held by such person shall be forfeited absolutely to the use of the company, and also any payment or payments that shall have been made on account thereof, subject to the condition that the board of directors may allow the redemption on such terms as they may prescribe.

Forfeited stock may be redeemed on terms prescribed by directors.

SEC. 17. *And be it further enacted*, That the said company is authorized to accept to its own use any grant, donation, loan, power, franchise, aid, or assistance which may be granted to or conferred on said company by the Congress of the United States, by the legislature of any State, or by any corporation, person, or persons, or by any Indian tribe or nation through whose reservation the road herein provided for may pass; and said corporation is authorized to hold and enjoy any such grant, donation, loan, power, franchise, aid, or assistance, to its own use, for the purpose aforesaid: *Provided*, That any such grant or donation, power, aid, or assistance from any Indian tribe or nation shall be subject to the approval of the President of the United States.

Company authorized to accept other grants, franchises, &c.

Grant from any Indian tribe to be subject to the approval of the President.

SEC. 18. *And be it further enacted*, That the Southern Pacific Railroad, a company incorporated under the laws of the State of California, is hereby authorized to connect with the said Atlantic and Pacific Railroad, formed under this act, at such point, near the boundary line of the State of California, as they shall deem most suitable for a railroad line to San Francisco, and shall have a uniform gauge and rate of freight or fare with said road; and in consideration thereof, to aid in its construction, shall have similar grants of land, subject to all the conditions and limitations herein provided, and shall be required to construct its road on the like regulations, as to time and manner, with the Atlantic and Pacific Railroad herein provided for.

Southern Pacific may connect with the Atlantic and Pacific Road.

Point of connection to be near the boundary line of California.

Uniform gauge and rate of freight and fare.

Shall have similar grants of land, &c.

SEC. 19. *And be it further enacted*, That unless the said Atlantic and Pacific Railroad Company shall obtain bona fide subscriptions to the stock of said company to the amount of one million of dollars, with ten per centum paid, within two years after the passage of and approval of this act, it shall be null and void.

This act to be null and void, unless one million of dollars of stock are subscribed for within two years.

SEC. 20. *And be it further enacted*, That the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times, but particularly in time of war, the use and benefits of the same for postal, military, and other purposes, Congress may, at any time, having due regard for the rights of said Atlantic and Pacific Railroad Company, add to, alter, amend, or repeal this act.

Congress may add to, alter, amend, or repeal this act, having due regard for the rights of the company.

SEC. 21.* *And be it further enacted*, That whenever in any grant of land or other subsidies, made or hereafter to be made, to railroads or other corporations, the United States has reserved the right, or shall reserve it, to appoint directors, engineers, commissioners, or other agents to examine said roads, or act in conjunction with other officers of said company or companies, all the costs, charges, and pay of said directors, engineers, commissioners, or agents, shall be paid by the respective companies. Said directors, engineers, commissioners, or agents shall be paid for said services the sum of ten dollars per day, for each and every day actually and necessarily employed, and ten cents per mile for each and every mile actually and necessarily traveled, in discharging the duties required of them, which per diem and mileage shall be in full compensation for said services. And in case any company shall refuse or neglect to make such payments, no more patents for land or other subsidies shall be issued to said company until these requirements are complied with.

Compensation of directors, engineers, commissioners, &c., to be paid by railroad companies.

Ten dollars per day and ten cents per mile.

If company neglects to make such payments, patents for lands not to be issued.

* This section has been incorporated in the Revised Statutes as section 5259.

ACT OF APRIL 20, 1871.

AN ACT to enable the Atlantic and Pacific Railroad Company to mortgage its road. 17 Stat., 19.

The Atlantic and Pacific Railroad Company authorized to issue its bonds.

Road, equipment, lands, franchises, &c., may be mortgaged to secure the bonds.

Mortgage to be filed and recorded in the office of the Secretary of the Interior.

Breach of conditions of organic act will affect those claiming under any foreclosures of the mortgage.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Atlantic and Pacific Railroad Company, organized under act of Congress of July twenty-seven, eighteen hundred and sixty-six, is hereby authorized to make and issue its bonds in such form and manner, and for such sums, payable at such times, and bearing such rate of interest, and to dispose of them on such terms as its directors may deem advisable; and to secure said bonds, the said company may mortgage its road, equipment, lands, franchises, privileges, and other rights and property, subject to such terms, conditions, and limitations as its directors may prescribe. As proof and notice of the legal execution and effectual delivery of any mortgage hereafter made by said company, it shall be filed and recorded in the office of the Secretary of the Interior: *Provided,* That if the company shall hereafter suffer any breach of the conditions of the act above referred to, under which it is organized, the rights of those claiming under any mortgage made by the company to the lands granted to it by said act shall extend only to so much thereof as shall be coterminous with or appertaining to that part of said road which shall have been constructed at the time of the foreclosure of said mortgage.

ACT OF JULY 6, 1886.

24 Stat., 123. AN ACT to forfeit the lands granted to the Atlantic and Pacific Railroad Company to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast, and to restore the same to settlement and for other purposes.

Atlantic and Pacific Railroad Company.

Forfeiture of grant of lands adjacent to uncompleted portion of road, except right of way, etc.

Vol. 14, p. 292.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all the lands, excepting the right of way and the right, power, and authority given to said corporation to take from the public lands adjacent to the line of said road material of earth, stone, timber, and so forth, for the construction thereof, including all necessary grounds for station buildings, workshops, depots, machine-shops, switches, side-tracks, turn-tables, and water-stations, heretofore granted to the Atlantic and Pacific Railroad Company by an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacic coast," approved July twenty-seventh, eighteen hundred and sixty-six, and subsequent acts and joint resolutions of Congress, which are adjacent to and coterminous with the uncompleted portions of the main line of said road, embraced within both the granted and indemnity limits, as contemplated to be constructed under and by the provisions of the said act of July twenty seventh, eighteen hundred and sixty-six, and acts and joint resolutions subsequent thereto and relating to the construction of said road and telegraph, be and the same are hereby, declared forfeited and restored to the public domain.

LAWS RELATING TO THE CALIFORNIA AND OREGON, AND THE OREGON AND CALIFORNIA RAILROADS.

ACT OF JULY 25, 1866.

14 Stat., 239. AN ACT granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon.

The California and Oregon R. R. Co. of California and an Oregon

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the "California and Oregon Railroad Company," organized under an act of the State of California, to protect certain parties in and to a railroad survey, "to con-

nect Portland, in Oregon, with Marysville, in California," approved April sixth, eighteen hundred and sixty-three, and such company organized under the laws of Oregon as the legislature of said State shall hereafter designate, be, and they are hereby, authorized and empowered to lay out, locate, construct, finish, and maintain a railroad and telegraph line between the city of Portland, in Oregon, and the Central Pacific Railroad, in California, in the manner following, to wit: The said California and Oregon Railroad Company, to construct that part of the said railroad and telegraph within the State of California, beginning at some point (to be selected by said company) on the Central Pacific Railroad in the Sacramento Valley, in the State of California, and running thence northerly, through the Sacramento and Shasta Valleys, to the northern boundary of the State of California; and the said Oregon company to construct that part of the said railroad and telegraph line within the State of Oregon, beginning at the city of Portland, in Oregon, and running thence southerly through the Willamette, Umpqua, and Rogue River valleys to the southern boundary of Oregon, where the same shall connect with the part aforesaid to be made by the first-named company: *Provided*, That the company completing its respective part of the said railroad and telegraph from either of the termini herein named to the line between California and Oregon before the other company shall have likewise arrived at the same line, shall have the right, and the said company is hereby authorized, to continue in constructing the same beyond the line aforesaid, with the consent of the State in which the unfinished part may lie, upon the terms mentioned in this act, until the said parts shall meet and connect, and the whole line of said railroad and telegraph shall be completed.

Company empowered to locate and construct a railroad and telegraph line between Portland, Oreg., and the Central Pacific Railroad in California.

The California company to construct road to northern boundary of State.

The Oregon company to construct the road to the southern boundary of Oregon.

The company first completing its part may continue its road with consent of State.

SEC. 2. *And be it further enacted*, That there be, and hereby is, granted to the said companies, their successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores over the line of said railroad, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile (ten on each side) of said railroad line; and when any of said alternate sections or parts of sections shall be found to have been granted, sold, reserved, occupied by homestead settlers, pre-empted, or otherwise disposed of, other lands, designated as aforesaid, shall be selected by said companies in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections designated by odd numbers as aforesaid, nearest to and not more than ten miles beyond the limits of said first-named alternate sections; and as soon as the said companies, or either of them, shall file in the office of the Secretary of the Interior a map of the survey of said railroad, or any portion thereof, not less than sixty continuous miles from either terminus, the Secretary of the Interior shall withdraw from sale public lands herein granted on each side of said railroad, so far as located and within the limits before specified. The lands herein granted shall be applied to the building of said road within the States, respectively, wherein they are situated. And the sections and parts of sections of land which shall remain in the United States within the limits of the aforesaid grant shall not be sold for less than double the minimum price of public lands when sold: *Provided*, That bona fide and actual settlers under the pre-emption laws of the United States may, after due proof of settlement, improvement, and occupation, as now provided by law, purchase the same at the price fixed for said lands at the date of such settlement, improvement, and occupation: *And provided also*, That, settlers under the provisions of the homestead act, who comply with the terms and requirements of said act, shall be entitled, within the limits of said grant, to patents for an amount not exceeding eighty acres of the land so reserved by the United States, anything in this act to the contrary notwithstanding.

Grant of land.

Twenty sections per mile.

If any sections of land have been sold, or are occupied, other lands may be selected in lieu thereof.

Limits, 10 miles beyond grant.

When maps of surveys are filed lands to be withdrawn from sale.

Lands granted to be applied to building road in the States where they lie.

Remaining lands to be sold, for what price.

Settlers under pre-emption laws may purchase, at what price, &c.

Under homestead act may have not over 80 acres.

SEC. 3. *And be it further enacted*, That the right of way through the public lands be, and the same is hereby, granted to said companies for the construction of said railroad and telegraph line; and the right, power, and authority are hereby given to said companies to take from the public lands adjacent to the line of said road, earth, stone, timber, water, and other materials for the construction thereof. Said right of way is granted to said railroad to the extent of one hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, work-

Grant of right of way.

Materials for construction from adjacent lands.

Rights of way 100 feet on each side of said railroad.

Lands for stations, &c.

shops, depots, machine-shops, switches, side-tracks, turn-tables, water-stations, or any other structures required in the construction and operating of said road.

The President to appoint 3 commissioners to examine road.

SEC. 4. *And be it further enacted*, That whenever the said companies, or either of them, shall have twenty or more consecutive miles of any portion of said railroad and telegraph line ready for the service contemplated by this act, the President of the United States shall appoint three commissioners, whose compensation shall be paid by said company, to examine the same, and if it shall appear that twenty consecutive miles of railroad and telegraph shall have been completed and equipped in all respects as required by this act, the said commissioners shall so report under oath to the President of the United States, and thereupon patents shall issue to said companies, or either of them, as the case may be, for the lands hereinbefore granted, to the extent of and coterminous with the completed section of said railroad and telegraph line as aforesaid; and from time to time, whenever twenty or more consecutive miles of the said road and telegraph shall be completed and equipped as aforesaid, patents shall in like manner issue upon the report of the said commissioners, and so on until the entire railroad and telegraph authorized by this act shall have been constructed, and the patents of the lands herein granted shall have been issued.

Commissioners to report under oath to the President.

Patents to be issued for lands coterminous with completed railroad.

Condition of grant.

SEC. 5. *And be it further enacted*, That the grants aforesaid are made upon the condition that the said companies shall keep said railroad and telegraph in repair and use, and shall at all times transport the mails upon said railroad, and transmit dispatches by said telegraph line for the Government of the United States, when required so to do by any Department thereof, and that the Government shall at all times have the preference in the use of said railroad and telegraph therefor at fair and reasonable rates of compensation, not to exceed the rates paid by private parties for the same kind of service. And said railroad shall be and remain a public highway for the use of the Government of the United States, free of all toll or other charges upon the transportation of the property or troops of the United States; and the same shall be transported over said road at the cost, charge, and expense of the corporations or companies owning or operating the same, when so required by the Government of the United States.

Fair and reasonable rates of compensation.

Railroad to be a public highway and free to the United States.

Property and troops of the United States to be transported at the cost of the companies when so required by the Government.

Companies to file assent to this act within 1 year.

Road to be completed by July 1, 1875.

SEC. 6. *And be it further enacted*, That the said companies shall file their assent to this act in the Department of the Interior within one year after the passage hereof and shall complete the first section of twenty miles of said railroad and telegraph within two years, and at least twenty miles in each year thereafter, and the whole on or before the first day of July, one thousand eight hundred and seventy-five; and the said railroad shall be of the same gauge as the "Central Pacific Railroad" of California, and be connected therewith.

Gauge to be same as Central Pacific.

Companies to use and operate road as one continuous line.

SEC. 7. *And be it further enacted*, That the said companies named in this act are hereby required to operate and use the portions or parts of said railroad and telegraph mentioned in section one of this act for all purposes of transportation, travel, and communication, so far as the Government and public are concerned, as one connected and continuous line; and in such operation and use to afford and secure to each other equal advantages and facilities as to rates, time, and transportation, without any discrimination whatever, on pain of forfeiting the full amount of damage sustained on account of such discrimination, to be sued for and recovered in any court of the United States, or of any State of competent jurisdiction.

No discrimination whatever.

If companies fail to comply with certain conditions, this act to be void, and the lands not conveyed to revert to the United States.

If road and telegraph line are not kept in repair Congress may, &c.

SEC. 8. *And be it further enacted*, That in case the said companies shall fail to comply with the terms and conditions required, namely, by not filing their assent thereto, as provided in section six of this act, or by not completing the same as provided in said section, this act shall be null and void, and all the lands not conveyed by patent to said company or companies, as the case may be, at the date of any such failure, shall revert to the United States. And in case the said railroad and telegraph line shall not be kept in repair and fit for use, after the same shall have been completed, Congress may pass an act to put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the United States, to repay all expenditures caused by the default and neglect of said companies or either of them, as the case may be, or may fix pecuniary responsibility, not exceeding the value of the lands granted by this act.

SEC. 9. *And be it further enacted*, That the said "California and Oregon Railroad Company" and the said "Oregon Company" shall be governed by the provisions of the general railroad and telegraph laws of their respective States, as to the construction and management of the said railroad and telegraph line hereinbefore authorized, in all matters not provided for in this act. Wherever the word "company" or "companies" is used in this act it shall be construed to embrace the words "their associates, successors, and assigns," the same as if the words had been inserted, or thereto annexed.

The companies to be governed by the laws of their respective States.

The word "company" to include "associates, successors, and assigns."

SEC. 10. *And be it further enacted*, That all mineral lands shall be excepted from the operations of this act; but where the same shall contain timber, so much of the timber thereon as shall be required to construct said road over such mineral land is hereby granted to said companies: *Provided*, That the term "mineral lands" shall not include lands containing coal and iron.

Mineral lands excepted from this grant.

"Mineral" not coal and iron.

SEC. 11. *And be it further enacted*, That the said companies named in this act shall obtain the consent of the legislatures of their respective States, and be governed by the statutory regulations thereof in all matters pertaining to the right of way, wherever the said road and telegraph line shall not pass over or through the public lands of the United States.

Companies to obtain the consent of States, where road and telegraph line do not pass through public lands.

SEC. 12. *And be it further enacted*, That Congress may at any time, having due regard for the rights of said California and Oregon railroad companies, add to, alter, amend, or repeal this act.

Act may be amended, &c.

ACT OF APRIL 10, 1869.

AN ACT to amend an Act entitled "An act granting Lands to aid in the construction of a Railroad and Telegraph Line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July twenty-five, eighteen hundred and sixty-six.

16 Stat., 47. 1866, ch. 242, vol. xiv, p. 239.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July twenty-five, eighteen hundred and sixty-six, be, and the same is hereby, amended so as to allow any railroad company heretofore designated by the legislature of the State of Oregon, in accordance with the first section of said act, to file its assent to such act in the Department of the Interior within one year from the date of the passage of this act; and such filing of its assent, if done within one year from the passage hereof, shall have the same force and effect to all intents and purposes as if such assent had been filed within one year after the passage of said act: *Provided*, That nothing herein shall impair any rights heretofore acquired by any railroad company under said act, nor shall said act or this amendment be construed to entitle more than one company to a grant of land: *And provided further*, That the lands granted by the act aforesaid shall be sold to actual settlers only, in quantities not greater than one-quarter section to one purchaser, and for a price not exceeding two dollars and fifty cents per acre.

Assent of railroad company to act may be filed within one year from date of this act.

Acquired rights not affected.

Not more than one company entitled to a grant of land.

Lands, how and to whom to be sold.

LAW RELATING TO THE OREGON SHORT-LINE RAILWAY.

ACT OF AUGUST 2, 1882.

AN ACT creating the Oregon Short-Line Railway Company a corporation in the Territories of Utah, Idaho, and Wyoming, and for other purposes.

22 Stat., 185.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Oregon Short-Line Railway Company, a corporation of that name duly incorporated and organized under the laws of the Territory of Wyoming, the amended articles of incorporation of which were duly filed in the office of the secretary of the said Territory on the twelfth day of July, anno Domini eighteen hundred and eighty-one, be, and the same is hereby, made a railway corporation in the Territories of Utah, Idaho, and Wyoming,

Oregon Short-Line Railway Company created a railway corporation in Territories of Utah, Idaho, and Wyoming, with rights, &c.

under the same conditions and limitations and with the sa
and privileges that it now has and enjoys under said articles
poration within the said Territory of Wyoming, and with all t
and privileges within said Territories of Wyoming, Utah, a
which are secured to railway companies by the act of
approved the third day of March, anno Domini eighteen hun
seventy-five, entitled "An act granting to railroads the righ
through the public lands of the United States": *Provided*,
said corporation shall at all times hereafter be subject to all
and regulations of the United States in relation to railroads,
Territory or State through which its line of road may pass.
against said corporation may be instituted in the courts of s
tories, or either of them having jurisdiction by the laws of
ritory.

18 Stat., 482. Proviso.

Right to alter, amend, &c.

SEC. 2. That Congress may at any time add to, alter, or repeal

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LAW RELATING TO ST. LOUIS, IRON MOUNTAIN AND ERN RAILROAD.

ACT OF JUNE 28, 1884.

23 Stat., 61.

AN ACT to repeal section one of the act entitled "An act making a gra in alternate sections to aid in the construction and extension of the Iron Railroad from Pilot Knob, in the State of Missouri, to Helena, in approved July fourth, eighteen hundred and sixty-six, and for other pu

14 Stat., 83. Preamble.

Whereas by the first section of an act of Congress appro the fourth, eighteen hundred and sixty-six, there was grant State of Missouri, for the purpose of aiding in the constructio tension of the Iron Mountain Railroad, from its terminus at P to a point on the southern boundary-line of the State, every section of land designated by odd numbers, for ten sections on each side of said road; and

Whereas said Iron Mountain Railroad Company, or its succ not comply with the terms of said act either in time or by the tion of its line in accordance with the location of its line as its maps filed in the Department of the Interior or other never became entitled to or received any of said lands: Ther

Be it enacted by the Senate and House of Representatives of t States of America in Congress assembled, That section one of t Congress entitled "An act making a grant of lands in alter tions to aid in the construction and extension of the Iron Railroad, from Pilot Knob, in the State of Missouri, to E Arkansas," approved July fourth, Eighteen hundred and six and hereby is repealed; and upon the acceptance by the Mountain Railroad Company, its successors or assigns, in under corporate seal, within six months from the passage of and upon the production to the Secretary of the Interior by pany, its successors or assigns, of satisfactory proof that s have not been sold or encumbered by said company, the Mountain Railroad Company, its successors or assigns, shal ever released from any and all obligations imposed by said a fourth, eighteen hundred and sixty-six; and all of the land by said section one be and they are hereby restored to t domain for disposition under the public land laws of the Unite *Provided*, That all pre-emption and homestead entries h allowed upon any of said lands, not in excess of the legal be, and they are hereby, confirmed: *And provided further*, Th sons residing on any of said lands at the date of the passag act shall have a prior right to acquire the same, not excee hundred and sixty acres, by the usual methods and under t restrictions: *Provided*, That there shall be excluded from t tion of the release of the obligations as a land grant road he vided, that part of the railroad between Poplar Bluff, Miss the Arkansas State line.

Repeal of section one of act granting lands to aid in construction of Iron Mountain Railroad.

Release of company; conditions.

Lands restored to the public domain; *proviso*.

LAWS RELATING TO THE TEXAS AND PACIFIC RAILWAY.

ACT OF MARCH 3, 1871.

AN ACT to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other purposes. 16 Stat., 573.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That John C. Fremont, James L. Alcorn, G. M. Dodge, O. C. French, John D. Caldwell, * * * and all such persons as shall or may be associated with them, and their successors, are hereby created a body politic and corporate in fact and in law, by the name, style, and title of the Texas Pacific Railroad Company, and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and use a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, from a point at or near Marshall, county of Harrison, State of Texas; thence by the most direct and eligible route, to be determined by said company, near the thirty-second parallel of north latitude, to a point at or near El Paso; thence by the most direct and eligible route, to be selected by said company, through New Mexico and Arizona, to a point on the Rio Colorado, at or near the southeastern boundary of the State of California; thence by the most direct and eligible route to San Diego, California, to ship's channel, in the Bay of San Diego, in the State of California, pursuing in the location thereof, as near as may be, the thirty-second parallel of north latitude, and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the pur[po]ses of this act.

Texas Pacific Railroad Company incorporated.

Name.

Empowered to lay out, construct, and enjoy a continuous railroad and telegraph line from Marshall, Tex., by a route near the 32d parallel of north latitude, via El Paso, through New Mexico and Arizona to San Diego, Cal.

SEC. 2. That the persons named in the first section of this act shall constitute a board of commissioners (twenty of whom shall constitute a quorum for the transaction of business), to be known as the Texas Pacific Railroad commissioners, who shall meet in the city of New York within ninety days after the passage of this act, at a time to be designated in a notice to be signed by the person first named in the list of corporators and six of his associates, and to be published for two weeks in, at least, one daily newspaper in New York, New Orleans, and Washington; and, when so met, they may cause books to be opened for the subscription of the capital stock of said company, and when twenty thousand shares, amounting to two millions of dollars, shall have been subscribed, and ten per centum actually paid thereon, in money, to the treasurer, to be elected by said commissioners, who shall give bond for its safe keeping and payment to the treasurer of the company when organized, then it shall be lawful for such subscribers or stockholders, or a majority thereof, to organize said company in accordance with the provisions of this act, and to elect not less than seven nor more than seventeen directors, a majority of whom shall be necessary to the transaction of business, and who shall hold their offices for one year and until their successors shall be elected and qualified; and the said directors shall immediately proceed to elect a president, vice-president, secretary, and treasurer; the president and vice-president shall be directors. At all elections for directors, each share of stock shall be entitled to one vote, which may be given by the holder in person, or by proxy, who shall also be a shareholder. The directors shall hold their offices for any term not exceeding three years, as may be provided in the by-laws; and the annual meeting of stockholders shall take place as provided for in said by-laws.

Board of commissioners constituted.

To meet in the city of New York.

Subscription books for capital stock to be opened.

Stockholders to organize company, when, &c.

Not less than seven nor more than seventeen directors.

Term of office one year.

Directors to elect officers.

Term of office of directors three years.

Annual meeting of stockholders.

SEC. 3. That the capital stock of the Texas Pacific Railroad Company shall be fixed by the board of directors, at a sum not exceeding fifty millions of dollars, in shares of one hundred dollars; and when the amount is so fixed it shall never be increased except by consent of Congress. Assessments upon said stock shall only be made by a majority vote of the whole number of directors at a regular meeting, which said assessment shall be paid at the expiration of thirty days after a given notice in one newspaper in each of the cities of Washington, Philadelphia, New York, and New Orleans.

Capital stock, $50,000,000.

Stock not to be increased without consent of Congress.

SEC. 4. That the said Texas Pacific Railroad Company shall have power and lawful authority to purchase the stock, land grants, fran-

Authority to purchase property of, and to consolidate with any railroad company not having a competing through line.

chises, and appurtenances of, and consolidate on such terms as may be agreed upon between the parties, with any railroad company or companies heretofore chartered by Congressional, State, or Territorial authority, on the route prescribed in the first section of this act; but no such consolidation shall be with any competing through line of railroads to the Pacific Ocean.

Authorized to make running arrangements with other companies

SEC. 5. That the said company shall have power and authority to make running arrangements with any railroad company or companies heretofore chartered, or that may hereafter be chartered by Congressional, State, or Territorial authority; also to purchase lands, or to accept donations, or grants of lands, or other property, from States or individuals, for the purpose of aiding in carrying out the object of this company.

Rights, franchises, &c., of purchased railroads to vest in the Texas Pacific Railroad Company.

Obligations of the other companies to be assumed.

Prior liens not impaired.

SEC. 6. That the rights, lands, land grants, franchises, privileges, and appurtenances, and property of every description, belonging to each of the consolidated or purchased railroad company or companies, as herein provided, shall vest in and become absolutely the property of the Texas Pacific Railroad Company: *Provided*, That in all contracts made and entered into by said company with any and all other railroad company or companies, to perfect such aforesaid consolidation or purchase, the indebtedness or other legal obligations of said company or companies shall be assumed by the said Texas Pacific Railroad Company as may be agreed upon, and no such consolidation or purchase shall impair any lien which may exist on any of the railroads so consolidated or purchased; but said company shall not assume the debts or obligations of any company with which it may consolidate or purchase as aforesaid, to an amount greater than the cash value of the assets received from the same.

Not to assume debts to a greater amount than the cash value of assets received.

Authority to make and enforce rules and by-laws.

SEC. 7. That the said Texas Pacific Railroad Company shall have power to make and enforce rules and by-laws for the election of its officers and the government and management of the business of the company, and to do and perform all needful and proper things to be done and performed to promote the objects of the company hereby incorporated, not inconsistent with the laws of the United States and the provisions of this charter.

Grant of right of way.

Authorized to take materials from adjacent lands.

Right of way 200 feet in width on each side of said railroad.

Grant of grounds for stations, &c., not exceeding 40 acres in any one point.

SEC. 8. That the right of way through the public lands be, and the same is hereby, granted to the said company for the construction of the said railroad and telegraph line, and the right, power, and authority is hereby given to said company to take, from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof. Said right of way is granted to said company to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands; and there is also hereby granted to said company grounds for stations, buildings, work-shops, wharves, switches, side-tracks, turn-tables, water-stations, and such other structures as may be necessary for said railroad, not exceeding forty acres of land at any one point.

Grant of land.

40 sections per mile in the Territories.

20 sections per mile in California.

If any of the lands have been disposed of other lands may be selected.

Limits, 10 miles beyond the limits of the land grant.

Provision as to lands not obtained by reason of the near approach of the railroad to the Mexican boundary.

"Mineral" not to include iron or coal.

SEC. 9. That for the purpose of aiding in the construction of the railroad and telegraph line herein provided for, there is hereby granted to the said Texas Pacific Railroad Company, its successors and assigns, every alternate section of public lands, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile on each side of said railroad line, as such line may be adopted by said company, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad in California, where the same shall not have *not have* been sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed. In case any of said lands shall have been sold, reserved, occupied, or pre-empted, or otherwise disposed of, other lands shall be selected in lieu thereof by said company, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections first above named, and not including the reserved numbers. If, in the too near approach of the said railroad line to the boundary of Mexico, the number of sections of land to which the company is entitled cannot be selected immediately on the line of said railroad, or in lieu of mineral lands excluded from this grant, a like quantity of unoccupied and unappropriated agricultural lands, in odd-numbered sections nearest the line of said railroad may be selected as

above provided; and the word "mineral," where it occurs in this act, shall not be held to include iron or coal: *Provided however*, That no public lands are hereby granted within the State of California further than twenty miles on each side of said road, except to make up deficiencies as aforesaid, and then not to exceed twenty miles from the lands originally granted. The term "ship's channel," as used in this bill, shall not be construed as conveying any greater right to said company to the water front of San Diego Bay than it may acquire by gift, grant, purchase, or otherwise, except the right of way, as herein granted: *And provided further*, That all such lands, so granted by this section to said company, which shall not be sold or otherwise disposed of, as provided in this act within three years after the completion of the entire road, shall be subject to settlement and pre-emption like other lands, at a price to be fixed by and paid to said company, not exceeding an average of two dollars and fifty cents per acre for all the lands herein granted.

Lands granted in California not further than 20 miles from the railroad, except, &c.

"Ship's channel" not to be construed as conveying special right to water front in San Diego Bay.

Lands granted and not sold or otherwise disposed of in three years to be subject to settlement, &c.

SEC. 10. That when the route of said railroad and telegraph line shall pass through the lands of private persons, or where it may be necessary for said railroad company to take any lands belonging to private persons for any of the purposes herein mentioned necessary to said road, such right of way through or title to such lands shall be secured in accordance with the laws of the State or Territory in which they may be situated.

Right of way through lands of private persons to be secured in accordance with law.

SEC. 11. That the Texas Pacific Railroad Company shall have power and authority to issue two kinds of bonds, secured by mortgage, namely: First, construction bonds; second, land bonds. Construction bonds shall be secured by mortgage, first, on all or any portion of the franchises, road-bed, or track of said railroad, and all the appurtenances thereto belonging, when constructed or in the course of construction, from a point at or near Marshall, to ship's channel, in the Bay of San Diego, in the State of California, as aforesaid. Land bonds shall be secured by mortgage, first, on all or any portion of the lands hereby granted in aid of the construction of said railroad as is provided for in this act; second, on lands acquired by any arrangement or purchase or terms of consolidation with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any Congressional, State, or Territorial authority, or who may have purchased the same previous to any such arrangement or consolidation: *Provided*, That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution, and shall confer all the rights and property of said company as therein expressed: *And provided also*, That the proceeds of the sales of the aforesaid construction and land bonds shall be applied only in the construction, operation, and equipment of the contemplated railroad line: *And provided further*, That said mortgage shall in no wise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

Corporation authorized to issue construction bonds and land bonds, secured by mortgage.

Mortgage of road and franchises to secure "construction bonds."

Mortgage of grants and acquired lands to secure "land bonds."

All mortgages to be filed and recorded in the Department of the Interior.

Proceeds of sales of bonds to be applied only to construction, operation, and equipment of railroad.

SEC. 12. That whenever the said company shall complete the first and each succeeding section of twenty consecutive miles of said railroad and put it in running order as a first-class road in all its appointments, it shall be the duty of the Secretary of the Interior to cause patents to be issued conveying to said company the number of sections of land opposite to and coterminous with said completed road to which it shall be entitled for each section so completed. Said company, within two years after the passage of this act, shall designate the general route of its said road, as near as may be, and shall file a map of the same in the Department of the Interior; and when the map is so filed, the Secretary of the Interior, immediately thereafter, shall cause the lands within forty miles on each side of said designated route within the Territories, and twenty miles within the State of California, to be withdrawn from pre-emption, private entry, and sale: *Provided, however*, That the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled, "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, and the amendments thereto, shall be, and the same are hereby, extended to all other lands of the United States on the line of said road when surveyed, except those hereby granted to said company.

As 20-mile sections of road are completed, patents for coterminous lands shall be issued.

General route to be designated within two years, and map filed.

Lands to be withdrawn from pre-emption, &c.

Provisions of pre-emption and homestead acts extended to other lands.

Annual report, when and where to be made, and to state what.

SEC. 13. That the president of the company shall annually, by the first day of July, make a report and file it with the Secretary of the Interior, which report shall be under oath, exhibiting the financial situation of the company, the amount of money received and expended, and the number of miles of road constructed each year; and further, the names and residences of the stockholders, of the directors, and of all other officers of the company, the amount of stock subscribed, and the amount thereof actually paid in, a description of the lines of road surveyed and fixed upon for construction, the amount received from passengers and for freight, respectively, on the road, a statement of the expenses of said road and its fixtures, and a true statement of the indebtedness of said company and the various kinds thereof.

Certificates of capital stock to be signed by the president and secretary.

Bonds and mortgages.

Bonds and interest payable in gold.

Limitation as to construction bonds, $30,000 per mile.

Land bonds not to exceed $2.50 per acre for all lands mortgaged.

SEC. 14. That the certificates of the capital stock must be signed by the president and secretary, and attested by the seal of the company, and shall contain an extract from the proceedings of the board of directors fixing the amount thereof, as well as from this act, authorizing such issue. All the bonds and mortgages issued by said company must be signed by the president and secretary, and attested by the seal of said company, and shall contain an extract from the law authorizing them to be issued. The face value of said bonds shall be one thousand dollars in gold, and shall be redeemable at such times, and to bear such rate of interest, payable semi-annually in gold, as may be determined by the directors. The total value of the construction bonds to be issued shall not exceed thirty thousand dollars per mile of said railroad, and the total face value of the land bonds shall not exceed two dollars and fifty cents per acre for all lands mortgaged; the total amount of each to be determined by the board of directors.

Other railroad may connect.

No discrimination against any connecting roads.

Rates not to exceed the prices fixed by Congress on the Union and Central Pacific.

SEC. 15. That all railroads constructed, or that may be hereafter constructed, to intersect said Texas Pacific Railroad, shall have a right to connect with that line; that no discrimination as regards charges for freight or passengers, or in any other matter, shall be made by said Texas Pacific Railroad Company against any of the said connecting roads; but that the same charges per mile as to passengers, and per ton per mile as to freight, passing from the said Texas Pacific Railroad over any of said connecting roads, or passing from any of said connecting roads over any part of said Texas Pacific Railroad, shall be made by said company as they make for freight and passengers over their own road; *Provided also*, That said connecting roads shall reciprocate said right of connection and equality of charges with said Texas Pacific Railroad; *And provided further*, That the rates charged for carrying passengers and freight, per mile, shall not exceed the prices which may be fixed by Congress for carrying passengers and freight on the Union Pacific and Central Pacific Railroads.

Iron or steel rails from American ore.

SEC. 16. That said road shall be constructed of iron or steel rails manufactured from American ore, except such as may have heretofore been contracted for by any railroad company which may be purchased or consolidated with by the company hereby incorporated, as provided by this act.

Corporation to commence construction of road simultaneously at San Diego and Marshall.

Fifty miles to be built within two years.

To be completed in ten years.

Upon failure, Congress may adopt measures necessary to secure speedy completion.

SEC. 17. That the said Texas Pacific Railroad Company shall commence the construction of its road simultaneously at San Diego, in the State of California, and from a point at or near Marshall, Texas, as hereinbefore described, and so prosecute the same as to have at least fifty consecutive miles of railroad from each of said points complete and in running order within two years after the passage of this act; and to so continue to construct each year thereafter a sufficient number of miles to secure the completion of the whole line from the aforesaid point on the eastern boundary of the State of Texas to the Bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion.

President to appoint one commissioner to examine sections of twenty miles as completed.

SEC. 18. That the President of the United States, upon the completion of the first section of twenty miles, shall appoint one commissioner, whose duty it shall be to examine the various sections of twenty miles as they shall be completed, and report thereon to him in writing; and if, from such report, he be satisfied that said company has fully completed each section of its road, as in this act provided, he shall direct the Secretary of the Interior to issue patents to said company for the lands it is entitled to under this act, as fast as each section of said road is completed.

SEC. 19. That the Texas Pacific Railroad Company shall be, and it is hereby, declared to be a military and post-road; and for the purpose of insuring the carrying of the mails, troops, munitions of war, supplies, and stores of the United States, no act of the company nor any law of any State or Territory shall impede, delay, or prevent the said company from performing its obligations to the United States in that regard: *Provided*, That said road shall be subject to the use of the United States for postal, military, and all other Governmental services, at fair and reasonable rates of compensation, not to exceed the price paid by private parties for the same kind of service, and the Government shall at all times have the preference in the use of the same for the purpose aforesaid.

Railroad declared to be a military post-road.

Transportation for the United States not to be impeded.

Fair and reasonable rates of compensation.

SEC. 20. That it shall not be lawful for any of the directors, either in their individual capacity or as members of an incorporated or joint stock company, to make any contracts or agreements with the said Texas Pacific Railroad Company for the construction, equipment, or running of its road, or to have any interest therein; and all such contracts or agreements are hereby declared null and void; and all money or property received under such contracts or agreements may be recovered back for the benefit of the company by any stockholder.

No directors to contract for constructing, &c., any part of the road.

SEC. 21. That any railroad company whose route lies across the route of the Texas Pacific Railroad may cross the same, and for the purpose of crossing shall have the right to acquire at the double minimum price all lands, whether of the United States or granted by this act, which shall be needed for a right of way two hundred feet wide through said lands, and for depots, stations, side-tracks, and other needful purposes, not exceeding for such purposes forty acres at any one station.

Railroad companies may cross this road.

May have lands for right of way and for depots at a certain price.

SEC. 22. That the New Orleans, Baton Rouge, and Vicksburg Railroad Company, chartered by the State of Louisiana, shall have the right to connect by the most eligible route to be selected by said company with the said Texas Pacific Railroad at its eastern terminus, and shall have the right of way through the public land to the same extent granted hereby to the said Texas Pacific Railroad Company; and in aid of its construction from New Orleans to Baton Rouge, thence by the way of Alexandria, in said State, to connect with the said Texas Pacific Railroad Company at its eastern terminus, there is is hereby granted to said company, its successors and assigns, the same number of alternate sections of public lands per mile, in the State of Louisiana, as are by this act granted in the State of California, to said Texas Pacific Railroad Company; and said lands shall be withdrawn from the market, selected, and patents issued therefor, and opened for settlement and pre-emption, upon the same terms and in the same manner, and time as is provided for and required from said Texas Pacific Railroad Company, within said State of California: *Provided*, That said company shall complete the whole of said road within five years from the passage of this act.

New Orleans, Baton Rouge and Vicksburg Railroad Company may connect with this road.

Grant of right of way.

Grant of lands, to aid in its construction.

20 sections per mile in the State of Louisiana.

Lands to be withdrawn from markets, etc.

Roads to be completed within five years.

SEC. 23. That, for the purpose of connecting the Texas Pacific Railroad with the city of San Francisco, the Southern Pacific Railroad Company of California is hereby authorized (subject to the laws of California) to construct a line of railroad from a point at or near Tehachapa Pass by way of Los Angeles, to the Texas Pacific Railroad at or near the Colorado River, with the same rights, grants, and privileges, and subject to the same limitations, restrictions, and conditions as were granted to said Southern Pacific Railroad Company of California, by the Act of July twenty-seven, eighteen hundred and sixty-six: *Provided, however*, That this section shall in no way affect or impair the rights, present or prospective, of the Atlantic and Pacific Railroad Company, or any other railroad company.

Southern Pacific Railroad Company may construct a road to connect the Texas Pacific Railroad with San Francisco.

Proviso that right of Atlantic and Pacific Railroad Co. shall be in no way impaired.

ACT OF MAY 2, 1872.

AN ACT supplementary to an act entitled "An act to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other purposes," approved March third, eighteen hundred and seventy-one.

17 Stat., 59. 1871, ch. 122, vol. xvi, p. 573.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name, style, and title of the Texas Pacific Railroad Company shall hereafter be "The Texas and Pacific Railway Company;" and the said The Texas and Pacific

Name changed from "Texas Pacific Railr'd Co." to "Texas and Pacific Rail'y Co."

The rights, privileges, and franchises conferred.

Railway Company shall have, possess, and enjoy all the right leges, and franchises heretofore conferred upon the said Texas Railroad Company.

May issue construction and land bonds.

Construction bonds not to exceed $40,000 per mile. (See sec. 14 of prior act.)

Granted lands may be included in the mortgage to secure said construction bonds.

Land bonds, how secured.

SEC. 2. That the said The Texas and Pacific Railroad Compa have power and authority to issue the construction and lan authorized by the eleventh section of said act of incorporation, amounts, not exceeding forty thousand dollars per mile of said construction bonds, as said company may deem needful to pro the construction and equipment of its line, and to include in th gage or mortgages to secure said construction bonds all or any of the lands granted in aid of the construction of said railroad the mortgage or mortgages to secure said land bonds, any portio lands not so used to secure the construction bonds aforesaid; an any portion of the lands acquired by the terms of consolidati fully authorized by the fourth section of said act of March eighteen hundred and seventy-one, with any railroad company panies to whom grants of land may have been made, or may h be made, by any Congressional, State, or Territorial authority, may have purchased the same previous to any such arrange consolidation, and within the time limited for the completio road, and all such lands of every description shall be subject to tations and conditions now by law existing in relation thereto,

No land grant revived, enlarged, extended, or created by this act.

modified by this act; and this act shall not be construed to enlarge, extend, or create any land grant whatever, beyond that fore granted by Congress, and which shall duly inure to said c upon compliance with the terms of this act in relation to th fixed for completion of said railway, and all such mortgages s subject to all the conditions and limitations by law existing un act and the acts to which it is supplementary in respect of suc and shall not be held to vest any title in the mortgage or create on such lands, other than such company is or may become lawf titled to vest or create thereunder; but the amount of said lan

Amount of land bonds not to exceed, &c.

shall not exceed two and a half dollars per acre for all lands by the mortgage or mortgages securing the same.

Mortgages to be filed, and recorded in the Department of the Interior.

SEC. 3. That all the mortgages made and executed by said r company shall be filed and recorded in the Department of the I which shall be a sufficient evidence of their legal execution: *P*

Proceeds of bonds and stock, how only to be paplied.

That the aforesaid bonds and the authorized capital stock, or ceeds thereof, shall be applied only for the purpose of securing struction, operation, and equipment of the contemplated railro under lawful contracts with such parties, and on such terms an tions as said company may deem needful, and for the further of purchase, consolidation, completion, equipment, and opera the other roads, as contemplated by said act and specified

Standard of road and equipment to be same as required of the existing Pacific Railways.

being a part of the aforesaid railroad line, and for the expense sary and incident to the works authorized thereby: *Provided,* That said road and its equipment shall be of the standard he required by the United States Government for the existing Railway lines; *And provided further,* That said mortgage or mo

Prior lines not affected.

shall in no wise impair or affect any lien existing on the pro said company or companies at or before the time of such consoli

The iron or steel rails to be made from American ore, except, &c.

SEC. 4. That said road shall be constructed of iron or st manufactured from American ore, except such as may have be tracted for before consolidation by any railroad company whi be purchased by or consolidated with this company.

Construction of road to be commenced where, and to be continued in what direction.

SEC. 5. That the said Texas and Pacific Railway Company sh mence the construction of its road at or near Marshall, Texas, a ceed with its construction, under the original act and this supp or in pursuance of the authority derived from any consolida aforesaid, westerly from a point near Marshall, and towards San in the State of California, on the line authorized by the origi

100 consecutive miles to be in running order within two years.

and so prosecute the same as to have at least one hundred cons miles of railroad from said point complete and in running order two years after the passage of this act; and so continue to co

100 miles each year thereafter.

each year thereafter, a sufficient number of miles, not less t hundred, to secure the completion of the whole line from the a point on the eastern boundary of the State of Texas to the bay Diego, in the State of California, as aforesaid, within ten years a passage of this act; and said road from Marshall, Texas, thro the length thereof, shall be of uniform gauge: *Provided, howeve*

the said company shall commence the construction of said road from San Diego eastward within one year from the passage of this act, and construct not less than ten miles before the expiration of the second year, and, after the second year, not less than twenty-five miles per annum in a continuous line thereafter between San Diego and the Colorado River, until the junction is formed with the line from the east at the latter point or east thereof; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion; and it shall also be lawful for said company to commence and prosecute the construction of its line from any other point or points on its line; but nothing in this act contained shall be so construed as to authorize the grant of any additional lands or subsidy, of any nature or kind whatsoever, on the part of the Government of the United States: *Provided*, That said Texas and Pacific Railway Company shall be, and is hereby, authorized and required to construct, maintain, control, and operate a road between Marshall, Texas, and Shreveport, Louisiana, or control and operate any existing road between said points, of the same gauge as the said Texas and Pacific Railroad; and that all roads terminating at Shreveport shall have the right to make the same running connections, and shall be entitled to the same privileges, for the transaction of business in connection with the said Texas and Pacific Railway, as are granted to roads intersecting therewith: *Provided, further*, That nothing herein shall be construed as changing the terminus of said Texas and Pacific Railway from Marshall as provided in the original act.

Time of completion, 10 years from May 2, 1872. Uniform gauge. Road from San Diego eastward, when and how to be built.

Upon failure, Congress may adopt measures necessary to secure speedy completion.

Road between Marshall and Shreveport to be controlled and operated by Texas and Pacific.

SEC. 6. That all acts or parts of acts inconsistent with this supplement be, and the same are hereby, repealed.

Repealing clause.

ACT OF MARCH 3, 1873.

AN ACT supplemental to an Act entitled "An Act to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other Purposes," approved March third, eighteen hundred and seventy-one.

17 Stat., 598. 1871, ch. 122, vol. XVI, p. 573.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the face value of all bonds hereafter issued by the Texas and Pacific Railroad [Railway] Company, under the provisions of an act approved March third, eighteen hundred and seventy-one, shall, at the option of the company, be either in gold, or other lawful money of the United States, bearing interest, at like option of the company, either in gold or other lawful money of the United States; and any mortgage heretofore executed by said company, securing bonds payable in any lawful money of the United States other than gold, and the bonds recited therein, and to secure which, said mortgage was given, are hereby legalized, and said mortgage and bonds shall have the same effect as though they had been authorized by the act to which this is a supplement. *Provided*, That in all respects the requirements of that law in regard to such mortgage and bonds have been fully complied with.

Face value of bonds hereafter issued by Texas and Pacific Railway Company may be in gold or other lawful money.

Former mortgages legalized if other requirements of law have been complied with.

ACT OF JUNE 22, 1874.

AN ACT supplementary to an act entitled "An act to incorporate the Texas Pacific Railroad Company, and to aid in the construction of its road, and for other purposes."

13 Stat., 197. 1871, ch. 122, vol. XIV, pp. 573, 579.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texas and Pacific Railway Company is hereby empowered to secure, by one or more mortgages upon the whole or any portion of its line, the construction-bonds heretofore authorized to be issued, and to cancel the mortgage now on record with the Secretary of the Interior so far as the same can be done without prejudice to existing rights, and to substitute therefor the mortgage or mortgages hereby authorized, which substituted mortgages shall expressly reserve all rights which may have been acquired under the existing mortgage: *Provided*, That the aggregate of the said

Texas and Pacific Railway Company authorized to secure construction bonds by new mortgages.

To cancel mortgage on record with Secretary of the Interior.

To substitute mortgages authorized by this act.

Limit heretofore fixed not to be exceeded.

What new mortgages shall embrace.

Consolidated roads, how to be deemed.

bonds to be issued under and secured by said mortgage or mortgages shall not exceed the limits heretofore fixed by Congress; and said mortgages for the division east of Fort Worth shall embrace the roads and property of the Southern Pacific Railroad Company and of the Southern Trans-continental Railway Company, heretofore merged in and consolidated with the said Texas and Pacific Railway Company, under the authority and requirements of the laws of the State of Texas; and which roads so merged as aforesaid shall for that and all other purposes be deemed and taken to be a part of the said Texas and Pacific Railway, and shall hereafter be subject to all the provisions and limitations of the act of Congress incorporating said company and of the supplements thereto: *And provided further*, That nothing in this act shall be construed or have the effect to entitle said corporation to any other or further rights to public lands, or in any other respect as against the United States, than such as by law it is now entitled to.

No other or further rights granted.

APPENDIX B.

Syllabi of decisions of the United States Supreme Court in cases affecting the bond-aided Pacific railroad companies and to which the United States are parties.

No. 1. The United States *v.* The Union Pacific Railroad Company. (91 U. S., 72.)

INTEREST.

Suit brought to determine whether the company is required to pay the interest before the maturity of the principal of the bonds.

Held, that "such was *not* the intention of Congress."

No. 2. The Union Pacific Railroad Company *v.* Hall *et al.* (91 U. S., 343.)

EASTERN TERMINUS OF THE UNION PACIFIC RAILROAD.

Suit brought to determine the initial point of the Iowa Branch of the Union Pacific Railroad.

Held, that "the legal terminus of the railroad is fixed by law on the Iowa shore of the Missouri River; that the bridge is a part of the road, and the company is under obligation to operate and run the whole road, including the bridge, as one connected and continuous line."

No. 3. The United States *v.* The Union Pacific Railroad Company. (98 U. S., 569.)

CREDIT MOBILIER CASE.

Held, that "no case for relief is made by the bill, and the decree of the court below dismissing it is affirmed."

No. 4. The Union Pacific Railroad Company *v.* The United States. (99 U. S., 402.)

Case in some respects supplemental to that of "United States *v.* Union Pacific Railroad Company." (No. 1.)

Questions determined are—

(1) Date of completion of road—"November 6, 1869."

(2) What is included in net earnings?—"These earnings must be regarded as embracing all the earnings and income derived by the company from the railroad proper and all the appendages and appurtenances thereof, including its ferry and bridge at Omaha, its cars, and all its property and apparatus legitimately connected with its railroad. If * * * it should be found that the net earnings in any one year were not more than sufficient to pay the interest on the first-mortgage bonds accruing in said year, then the company will not be decreed to pay any portion of the said 5 per cent of net earnings for that year. But if the net earnings were more than sufficient to pay said interest, the excess will be subject, so far as it will go, to the payment of said 5 per cent; but the company will not be decreed to pay any more than said excess."

No. 5. The United States *v.* The Central Pacific Railroad Company. (99 U. S., 449.)

"This case, in all material respects, involves the same questions as Union Pacific Railroad Company *v.* United States" (No. 4).

Completion of road fixed as of the same date as the Union Pacific Railroad (November 6, 1869).

No. 6. The United States *v.* The Kansas Pacific Railway Company. (99 U. S., 455.)

Same as foregoing. Alleged date of completion of road, November 6, 1869.

Held, that the subsidy bonds granted only in respect of the original road terminating at the one-hundredth meridian, are a lien on that portion only, and that the 5 per cent of the net earnings is only demandable on the net earnings of said portion ($393\frac{14}{100}$ miles).

No. 7. The United States *v.* The Denver Pacific Railway and Telegraph Company. (99 U. S., 460.)

Suit brought to recover 5 per cent of net earnings upon the whole line of the Kansas Pacific, including the branch from Denver to Cheyenne.

Held, that neither the company nor its railroad or property is liable in any way for the payment of any debt incurred for such bonds received by the Kansas Pacific Railroad Company.

No. 8. The United States *v.* The Sioux City and Pacific Railroad Company. (99 U. S., 491.)

Suit brought to recover 5 per cent of net earnings.

Held, that if the amount of net earnings is insufficient to pay the interest on the company's first-mortgage bonds, the Government can not claim the 5 per cent which would otherwise be applicable to its subsidy. (See decision in Union Pacific Railroad Company *v.* United States, No. 4.)

No. 9. The Union Pacific Railroad Company *v.* The United States. (99 U. S., 700.)

Constitutionality of sinking-fund act affirmed.

No. 10. The Union Pacific Railroad Company *v.* The United States. (104 U. S., 662.)

Action brought to recover compensation for services in carrying the mails and employés. United States sets up counterclaim for 5 per cent of net earnings.

Held, The sixth section of the act of Congress of July 1, 1862, chapter 120, incorporating the Union Pacific Railroad Company (12 Stat., 489), constitutes a contract between the United States and the company, whereunder the latter, for its service in transporting upon its road, from January 1, 1876, to October 1, 1877, the mails, and the agents and clerks employed in connection therewith, is entitled to compensation at fair and reasonable rates, not to exceed those paid by private parties for the same kind of service.

(2) The contract is not affected by the sections of the Revised Statutes declaring that the Postmaster-General may fix the rate for such service when performed by railroad companies to which Congress granted aid, and he had no authority to insist that it was not binding upon the United States.

(3) The company, having been required to perform the contract, lost no rights by a compliance therewith, as it protested against and rejected all illegal conditions attached to the requirement.

No. 11. Western Pacific Railroad Company *v.* The United States. (108 U. S., 510.)

PUBLIC LANDS.

In a suit brought by a district attorney of the United States to set aside a patent conveying public lands, objection was taken in this court that it does not sufficiently appear that the suit was brought under authority from the Attorney-General: *Held*, that, "the objection not having been taken below, the fact of such authority could be inquired into and shown here."

On the evidence it appeared that the lands in question were mineral lands, and were known to be such by the applicant for the patent and agent for the railroad company at the time of the application. The patent was set aside.

No. 12. The Sioux City and Pacific Railroad Company *v.* The United States. (110 U. S., 205.)

Suit to recover an internal-revenue tax on the undivided net earnings of the plaintiff's railroad.

Held, that "in a suit to collect an internal-revenue tax on the undivided net earnings of the road, carried to a fund or to construction account, the plaintiff was not

tled to have the interest upon these bonds deducted from its net earnings before ling the amount to be subject to the tax; but that the amount of that interest, arned and carried to a fund or charged to construction, was taxable."

13. The Union Pacific Railway Company *v.* The United States. (116 U. S., 154.)

uit brought to recover for transportation of the mails in accordance with the uirements of the company's charter.
'eld, That "case presents no question of law, and the motion is denied."

14. The Union Pacific Railway Company *v.* The United States. (117 U. S., 355.)

ontroversy as to what are "fair and reasonable rates of compensation" which are uired to be charged the United States for the transportation over the defendant's road of mails, troops, supplies, etc., by section 6 of act of July 1, 1862.
'eld, That "the amount claimed by the Treasury Department as fair and reasonable proper. Also, that the rates of transportation by the Union Pacific Railway npany for the United States govern transportation over bridge between Council fs and Omaha."

15. The United States *v.* The Central Pacific Railroad Company. (118 U. S., 235.)

uit brought to recover compensation for services rendered the United States in nsporting persons and freight over those parts of its railroad in the building of ich it had not been aided by the Government. The United States demurred. demurrer was overruled and judgment rendered in favor of the claimant. The ited States appealed.
Ield, That "compensation is limited to services rendered by the aided roads. The nstruction of the second section of the act of May 7, 1878, contended for by the pellee is, therefore, right." Judgment affirmed.

. 16. The United States *v.* The Central Pacific Railroad Company. (138 U. S., 84.)

NEW CONSTRUCTION.

Held, That "the sums expended by the Central Pacific Railroad Company for betterents and improvements on its road, its buildings, and equipments, whereby the capital of the company invested in its works is increased in permanent value, are not to be regarded as part of its current expenses to be deducted from its gross receipts in reaching and determining the amount of the net earnings upon which a percentage is to be paid to the United States."
This case is distinguished from the case of Union Pacific Railroad Company *v.* United States. (No. 4.)

No. 17. The United States *v.* The Union Pacific Railway Company. (148 U. S., 562.)

PUBLIC LANDS.

This case arose upon demurrers and a plea to a bill in equity filed by the United States against the Union Pacific Railway Company and one hundred and seventy-three other corporations and individuals, to procure the surrender and cancellation of certain land patents issued to the Kansas Pacific Railway and the Denver Pacific Railway and Telegraph Company, and for a decree declaring all conveyances of such lands clouds upon the title of the United States.
Held, That "the right conferred by the act of July 1, 1862, as subsequently amended, upon the corporation afterwards known as the Union Pacific Railway Company, eastern division, to construct its road substantially in a direct line to Denver, and from thence northerly, to connect with the Union Pacific Railroad at Cheyenne, and to acquire a grant of public lands thereby upon each side of its railroad as constructed, was not affected by the act of March 3, 1869, in such a way as to make the Union Pacific, eastern division, terminate at Denver, and to cause its land grants to terminate there; but on the contrary, the act of 1862 being a grant *in præsenti,* the company's right to lands upon each side of its road became fixed from the moment it proceeded, under the act of 1866, to establish its line of definite location so as to take the same extend from Kansas City westwardly to Denver, and thence northwardly to Cheyenne, and the act of 1869 is not to be construed as breaking the continuity of the line.
If there were any doubt with regard to the interpretation of the act of 1869, the construction placed upon it by the Land Department for eighteen years, under which lands have been put upon the market and sold, would be entitled to considerable weight."

APPENDIX C.

Government Directors of the Union Pacific Railway Company appointed by the President of the United States.

Anderson, E. Ellery .....10 Wall Street, New York.
Doane, J. W..... 61 Wabash avenue, Chicago, Ill.
Lee, Fitzhugh.....Glasgow, Va.
Leighton, George E..... 204 N. Third Street, St. Louis, Mo.
Paddock, Joseph W..... Omaha, Nebr.

NOTE A.—It has been held by the Assistant Attorney-General for the Department, in a verbal opinion, that the Hon. Don M. Dickinson who was appointed by the President to succeed Mr. Leighton, having declined the said appointment and no other appointment having been made, Mr. Leighton is still a director.

NOTE B.—The terms of office of Government directors are the same as the terms of office of the directors elected by the stockholders of the company, to wit, one year, the time fixed by the latter for holding the annual meetings being the last Wednesday in April of each year.

The meetings of the board of directors are held quarterly, and the meetings of the executive committee are held monthly, usually in Boston or New York.

The compensation of a Government director is $10 per day for each day actually employed, and mileage from residence to place of meeting and return at the rate of 10 cents per mile each way. This compensation is paid by the railway company.

TABLE No. 1.—*Amount of bonds issued in aid of Pacific railroads, the interest paid thereon by the United States, and the amounts repaid by the several companies to June 30, 1894.*

	Union Pacific, including Kansas Pacific.	Central Pacific, including Western Pacific.	Sioux City and Pacific.	Central Branch Union Pacific.	Total.
Principal of bonds issued	$33, 539, 512. 00	$27, 855, 680. 00	$1, 628. 320. 00	$1, 600. 000. 00	$64, 623, 512. 00
Interest paid by United States	53, 223, 261. 42	43, 505, 553. 01	2, 538, 988. 69	2, 605, 808. 26	101, 873, 611. 38
Total debt	86, 762, 773. 42	71, 361, 233. 01	4, 167, 308. 69	4, 205, 808. 26	166. 497, 123. 38
CREDITS.					
Applied to bond and interest account:					
Transportation	18, 595, 845. 58	7, 074, 776. 08	218, 663. 44	606, 253. 44	26, 495, 538. 54
Cash	438, 409. 58	658, 283. 26	.....	6, 926. 91	1, 103, 619. 75
Applied to sinking fund account:					
Transportation	10, 219, 457. 82	4, 125, 090. 37	.....	.....	14, 344. 548. 19
Cash	1, 421, 714. 46	633, 992. 48	.....	.....	2, 055, 706. 94
Interest on sinking fund investments.	4, 208, 445. 99	1. 894, 256. 72	.....	.....	6, 102, 702. 71
Total credits	34, 883, 873. 43	14, 386. 398. 91	218, 663. 44	613, 180. 35	50, 102, 116. 13
Balance of debt	51. 878, 917. 99	56, 974, 834. 10	3. 948, 645. 25	3. 592, 627. 91	116, 395, 025. 25
Excess of interest paid by United States over all credits.	18, 339, 405. 99	29, 119, 151. 10	2, 320, 325. 25	1, 992, 617. 91	51, 771, 503. 25

TABLE NO. 2.—*Condition of sinking funds on June 30, 1894.*

To the credit of the Union Pacific	$15,609,182.17	
To the credit of the Central Pacific	6,531,344.02	
Total sinking funds held by Secretary of the Treasury		$22,140,526.19
Premium paid on bonds:		
Union Pacific	2,003,932.17	
Central Pacific	1,201,344.02	
Total premium		3,205,276.19
Interest received from investments:		
Union Pacific	4,208,445.99	
Central Pacific	1,894,256.72	
Total interest		6,102,702.71

Character of bonds.	Union Pacific.	Central Pacific.	Total.
Funded loan of 1881, 5 per cent extended at 3 per cent	$256,450.00	$736,700.00	$993,150.00
Funded loan of 1882, at 3 per cent	1,620,000.00	1,220,000.00	2,840,000.00
Funded loan of 1907, at 4 per cent	4,478,650.00	199,100.00	4,677,750.00
Currency sixes, United States subsidy bonds	1,043,000.00	2,548,000.00	3,591,000.00
First mortgage bonds of prior lien to United States	13,605,250.00	3,229,000.00	16,834,250.00
Principal	21,003,350.00	7,932,800.00	28,936,150.00
Less bonds redeemed and sold	7,398,100.00	2,602,800.00	10,000,900.00
Present principal	13,605,250.00	5,330,000.00	18,935,250.00
Premium paid	2,003,932.17	1,201,344.02	3,205,276.19
Total cost	15,609,182.17	6,531,344.02	22,140,526.19

TABLE NO. 3.—*Statement of amounts found due the United States by the Union Pacific Railway Company, under the provisions of the Thurman Act, from July 1, 1878, to December 31, 1893.*

Period.	25 per cent of net earnings due from the Union Division.	5 per cent of net earnings and one-half Government transportation due from the Kansas Division.	Total requirement.	Less settled accounts for transportation services rendered and cash payments into the United States Treasury.		
				Union Division.	Kansas Division.	Total.
Half year ended December 31, 1878	$906,429.40	.....	$906,429.40	$354,922.36	$212,153.47	$567,075.83
Year ended December 31—						
1879	1,467,773.08	.....	1,467,773.08	1,477,242.72	625,425.99	2,102,668.71
1880	1,820,653.22	$136,219.02	1,956,872.24	985,359.61	132,614.44	1,117,974.05
1881	1,826,294.98	142,571.22	1,968,866.20	455,730.46	122,565.19	578,295.65
1882	2,032,311.55	118,341.38	2,150,652.93	1,129,758.48	193,040.21	1,322,798.69
1883	1,809,458.00	89,221.76	1,898,679.76	1,390,259.57	236,593.89	1,626,853.46
1884	1,228,856.77	107,951.93	1,336,808.70	3,178,850.49	152,998.74	3,331,849.23
1885	1,147,837.58	141,019.25	1,288,856.83	1,977,605.18	152,213.11	2,129,818.29
1886	922,861.26	129,914.35	1,052,775.61	1,160,559.35	106,870.49	1,267,429.84
1887	1,180,009.09	147,647.90	1,327,656.99	1,065,546.25	96,479.88	1,162,026.13
1888	1,143,598.78	115,219.66	1,258,818.44	1,017,942.42	94,379.16	1,112,321.58
1889	1,251,041.80	91,173.92	1,342,215.72	1,061,067.34	93,424.74	1,154,492.08
1890	1,078,548.57	90,628.26	1,169,176.83	1,023,110.18	103,808.52	1,126,918.70
1891	1,221,008.81	121,569.32	1,342,578.13	1,116,833.22	114,168.72	1,231,001.94
1892	1,247,907.31	136,752.09	1,384,659.40	1,337,998.08	131,009.94	1,469,008.02
1893	1,148,344.08	98,420.14	1,246,764.22	1,215,178.24	115,908.22	1,331,086.46
Total	21,432,934.28	1,666,650.20	23,099,584.48	19,947,963.95	2,683,654.71	22,631,618.66
Balance due United States	.....	.....	.....	.....	.....	467,965.82
						23,099,584.48

TABLE NO. 4.—*Statement of amounts found due the United States by the Centra Railroad Company, under the provisions of the Thurman Act, from July 1 December 31, 1893.*

Period.	Net earnings.	Requirement for each year.			Less acco trans serv dered paid Unit Tr
		25 per cent of net earnings.	5 per cent of net earnings and whole Government transportation.	Total.	
Half year ended December 31, 1878	$2,145,167.71	$536,291.93	.....	$536,291.93	$
Year ended December 31—					
1879	3,598,255.68	899,563.92	.....	899,563.92	
1880	4,148,901.12	1,037,225.28	.....	1,037,225.28	
1881	4,155,740.97	1,038,935.24	.....	1,038,935.24	
1882	3,171,680.95	792,920.24	.....	792,920.24	1,
1883	2,646,122.76	661,530.69	.....	661,530.69	1,
1884	1,212,526.45	.....	$538,851.52	538,851.52	
1885	1,110,952.97	.....	398,489.03	398,489.03	
1886	1,496,173.85	.....	419,503.14	419,503.14	
1887	1,870,429.78	467,607.44	.....	467,607.44	
1888	1,889,044.48	.....	484,452.17	484,452.17	
1889	1,470,247.60	.....	466,299.14	466,299.14	
1890	1,012,861.08	.....	537,520.44	537,520.44	
1891	2,118,915.23	.....	529,728.81	529,728.81	
1892	1,548,895.34	.....	577,048.33	577,048.33	
1893	1,490,942.86	.....	584,775.18	584,775.18	
Total	35,086,858.83	5,434,074.74	4,536,667.76	9,970,742.50	9,
Balance due United States	.....	.....	.....	.....	
					9,

TABLE NO. 5.—*Statement of issues of bonds and grants of lands to railroad companies coming under the provisions of the act of Congress approved June 19, 1878, with the number of acres patented to and forfeited by the companies, and the number of acres restored to the public domain.*

Name of company now operating.	Name of company included in the act of June 19, 1878.	Date of act.	Amount of bonds.	Number of acres— Granted.	Patented to June 30, 1894.	Forfeited.	Restored.
Atchison, Topeka and Santa Fe	Atchison, Topeka and Santa Fe	Mar. 3, 1863		3,000,000	2,934,522.86		
	Atlantic and Pacific	July 27, 1866		42,000,000	*1,221,812.53	10,795,480	4,790,000
	Leavenworth, Lawrence and Galveston	Mar. 3, 1863		800,000	69,104.95		
	St. Louis and San Francisco	June 10, 1852		1,161,235.07	728,949.36		
Chicago, Burlington and Quincy	Burlington and Missouri River	May 15, 1856		948,643.66	2,762,304.85		
		July 2, 1864		2,441,600			
	Hannibal and St. Joseph	June 10, 1852		781,944.83	603,186.34		
	Chicago, Milwaukee and St. Paul				186,706.77		
	Hastings and Dakota	July 4, 1866		550,000	349,116.88		
Chicago, Milwaukee and St. Paul	McGregor and Missouri River	May 12, 1864		1,536,000	138,187.30		
	Minnesota Central	Mar. 3, 1857		643,403	179,706.01		
		Mar. 3, 1865					
	Southern Minnesota	Mar. 3, 1857		794,619.45	509,992.69		
		July 4, 1866					
	Chicago and Northwestern	June 3, 1856		1,165,575.76	1,073,554.08		
		July 5, 1862					
		Mar. 3, 1865					
	Chicago, St. Paul, Minneapolis and Omaha.	June 3, 1856		2,173,706.43	2,166,436.10		125,000
		May 5, 1864					
	Cedar Rapids and Missouri River	May 15, 1856		1,298,739	919,142.57		
Chicago and Northwestern	St. Paul and Sioux City	Mar. 3, 1857		1,010,000	1,146,888.52		
		May 12, 1864					
	Sioux City and St. Paul	do		524,800	407,910.21		26,017.33
	Sioux City and Pacific	July 1, 1862	$1,628,320.00	60,000	41,398.23		
		July 2, 1864					
	Winona and St. Peter	Mar. 3, 1857		1,410,000	1,676,787.31		
		Mar. 3, 1865					
Chicago, Rock Island and Pacific	Chicago, Rock Island and Pacific	May 15, 1856		1,261,181	420,169.21		
Great Northern	St. Paul and Pacific	Mar. 3, 1857		1,838,638.95	2,121,717.47		
		Mar. 3, 1865					
	St. Paul, Minneapolis and Manitoba	Mar. 3, 1857		885,000	785,043.41		
Illinois Central	Dubuque and Sioux City	May 15, 1856		1,226,163	327,699.39		
	Iowa Falls and Sioux City				683,023.80		
Little Rock and Memphis	Memphis and Little Rock	Feb. 9, 1853		438,646	167,567.35		
		July 28, 1866					
Missouri, Kansas and Texas	Missouri, Kansas and Texas	Mar. 3, 1863		1,520,000	713,015.18		5,700
Missouri Pacific	Little Rock and Fort Smith	Feb. 9, 1853		†1,100,000	1,057,647.55		
	St. Louis, Iron Mountain and Southern (Cairo and Fulton).	do		1,178,411.05	1,383,423.27	601,600	‡15,000
Northern Pacific	Northern Pacific	July 2, 1864		47,000,000	2,742,245.28		8,978,800
St. Paul and Duluth	St. Paul and Duluth	May 5, 1864		920,000	828,510		8,000

TABLE NO. 5.—*Statement of issues of bonds and grants of lands to railroad companies, etc.*—Continued.

Name of company now operating.	Name of company included in the act of June 19, 1878.	Date of act.	Amount of bonds.	Number of acres— Granted.	Patented to June 30, 1894.	Forfeited.	Restored.
Southern Pacific Company	Central Pacific	July 2, 1864	$25,885,120.00	8,000,000	1,119,645.61		
	California and Oregon	July 23, 1866		3,500,000	1,549,709.16		
	Oregon and California (including the Oregon Central).	July 25, 1866; May 4, 1870		4,700,000	766,958.73	§ 2,010,880	1,800,000
	Western Pacific	July 1, 1861	1,970,560.00	1,000,000	448,130.65		
	Southern Pacific of California	June 3, 1857; July 27, 1866; Mar. 3, 1871		10,487,840	2,120,955.19		4,350,000
				3,520,000			
Texas and Pacific	Texas and Pacific	do		18,000,000		15,692,800	
	New Orleans, Baton Rouge and Vicksburg.	do		3,800,000	906,420.36	352,587	
	Vicksburg, Shreveport and Pacific	June 3, 1856		610,880			19,000
Union Pacific	Union Pacific	July 1, 1862; July 2, 1864	27,236,512.00	12,000,000	3,906,848.33		
	Central Branch Union Pacific	do	1,600,000.00	781,944.83	218,250.08		
	Denver Pacific	July 1, 1862		1,000,400	209,349.23		
	Kansas Pacific	do	6,303,000.00	6,000,000	2,524,847.05		
	St. Joseph and Grand Island	July 23, 1866		1,700,000	462,573.24		
Wisconsin Central	Wisconsin Central	May 5, 1864		1,800,000	770,727.08		200,000
	Total		64,623,512.00	196,569,372.03	43,350,175.08	29,453,347	20,317,517.33

NOTE.—The even-numbered sections on line of Pacific Railroads and branches were restored to the public domain by the act of March 6, 1868. Lands adjacent to uncompleted portions of these roads were forfeited by the act of July 6, 1866.

* Including 513,289.06 acres of grant to St. Louis and San Francisco Railroad.
† See Poor's Manual of Railroads, 1874–'75.
‡ See report under head of St. Louis, Iron Mountain and Southern Railroad.
§ See Report General Land Office for 1888, p. 256.

No. 6.—*Statement showing the amount of bonds issued to the several Pacific Rail-Companies and to whom delivered, with the dates of issue, maturity, beginning of t, and the number of miles aided.*

CENTRAL PACIFIC RAILROAD COMPANY.

of issue.	Amount.	Date on which interest begins.	Date of maturity.	To whom delivered.	Number of miles aided.
15	$1,258,000	Jan. 16, 1865	Jan. 16, 1895	Collis P. Huntington	31
5	384,000	Aug. 14, 1865	do	do	
5	256,000	Oct. 16, 1865	do	do	23
15	464,000	Nov. 29, 1865	do	do	
3	640,000	Mar. 6, 1866	Jan. 1, 1896	do	20
16	640,000	July 10, 1866	do	do	20
6	320,000	Oct. 29, 1866	do	do	
7	640,000	Jan. 14, 1867	Jan. 1, 1897	do	20
7	320,000	Oct. 25, 1867	do	do	
7	1,152,000	Dec. 11, 1867	do	do	24
68	946,000	June 9, 1868	Jan. 1, 1898	do	20
68	320,000	July 10, 1868	do	do	
3	640,000	Aug. 4, 1868	do	do	20
68	1,184,000	Aug. 13, 1868	do	do	37
68	1,280,000	Sept. 11, 1868	do	do	40
68	1,120,000	Sept. 19, 1868	do	do	35
3	1,280,000	Oct. 12, 1868	do	do	40
3	640,000	Oct. 26, 1868	do	do	20
	640,000	Nov. 3, 1868	do	do	20
68	640,000	Nov. 11, 1868	do	do	20
3	640,000	Dec. 5, 1868	do	do	20
3	640,000	Dec. 7, 1868	do	do	20
8	640,000	Dec. 29, 1868	do	do	20
	4,120	Nov. 28, 1868	do	do	
9	640,000	Jan. 13, 1869	Jan. 1, 1899	do	20
9	640,000	Jan. 28, 1869	do	do	20
9	640,000	Feb. 17, 1869	do	do	20
	1,066,000	do	do	do	20
	1,333,000	Mar. 2, 1869	do	do	20
19	1,786,000	May 27, 1869	do	do	20
19	1,314,000	do	do	do	100
19	268,000	July 15, 1869	do	do	20.30
9	1,510,000	July 16, 1869	do	do	47.20
	25,885,120				737.50

TABLE No. 6.—*Statement showing the amount of bonds issued, etc.*—Continued.

UNION PACIFIC RAILROAD COMPANY.

Date of issue.	Amount.	Date on which interest begins.	Date of maturity.	To whom delivered.	Number of miles added.
Feb. 1, 1866	$640,000	Feb. 1, 1866	Feb. 1, 1896	T. C. Durant	40
May 7, 1866	400,000	May 7, 1866	do	B. F. Bunker	25
June 26, 1866	640,000	June 26, 1866	do	do	40
July 13, 1866	320,000	July 13, 1866	do	do	20
Aug. 9, 1866	560,000	Aug. 9, 1866	do	do	35
Sept. 11, 1866	720,000	Sept. 11, 1866	do	do	45
Oct. 15, 1866	560,000	Oct. 13, 1866	do	A. G. Lathrop	35
Nov. 8, 1866	480,000	Nov. 7, 1866	do	do	30
Jan. 9, 1867	560,000	Jan. 8, 1867	Jan. 1, 1897	B. F. Bunker	35
June 11, 1867	640,000	June 10, 1867	do	do	40
July 6, 1867	640,000	July 6, 1867	do	do	40
Aug. 21, 1867	560,000	Aug. 29, 1867	do	do	35
Oct. 2, 1867	560,000	Oct. 2, 1867	do	do	35
Nov. 5, 1867	560,000	Nov. 5, 1867	do	do	35
Dec. 13, 1867	320,000	Dec. 13, 1867	do	E. H. Rollins	20
Jan. 28, 1868	957,000	Jan. 27, 1868	Jan. 1, 1898	do	30
May 18, 1868	960,000	May 16, 1868	do	do	20
May 19, 1868	960,000	May 18, 1868	do	do	20
June 12, 1868	960,000	June 12, 1868	do	do	20
June 17, 1868	960,000	June 18, 1868	do	do	20
July 23, 1868	960,000	July 22, 1868	do	do	20
July 25, 1868	1,841,000	July 24, 1868	do	do	40
Aug. 12, 1868	640,000	Aug. 11, 1868	do	do	20
Aug. 29, 1868	640,000	Aug. 28, 1868	do	do	20
Sept. 7, 1868	1,280,000	Sept. 7, 1868	do	do	40
Sept. 23, 1868	640,000	Sept. 23, 1868	do	do	20
Oct. 22, 1868	640,000	Oct. 21, 1868	do	do	20
Nov. 20, 1868	640,000	Nov. 19, 1868	do	do	20
Dec. 7, 1868	1,280,000	Dec. 7, 1868	do	do	40
Dec. 15, 1868	640,000	Dec. 14, 1868	do	do	20
Dec. 17, 1868	640,000	Dec. 16, 1868	do	do	20
Dec. 24, 1868	640,000	Dec. 23, 1868	do	do	20
Do	640,000	Dec. 24, 1868	do	do	20
July 15, 1870	1,512	Nov. 21, 1868	do	J. M. S. Williams	20
Jan. 29, 1869	640,000	Jan. 29, 1869	Jan. 1, 1899	John J. Cisco	40
Feb. 10, 1869	1,280,000	Feb. 10, 1869	do	Union Pacific Railroad Company	20
July 22, 1869	640,000	July 16, 1869	do	Jno. M. S. Williams	
Nov. 10, 1869	437,000	do	do	E. H. Rollins, $114,000; J. M. S. Williams, $323,000	13.68
July 14, 1870	160,000	do	do	J. M. S. Williams	5
Total	27,236,512				[illegible],038.68

KANSAS PACIFIC RAILWAY COMPANY, LATE UNION PACIFIC RAILWAY COMPANY EASTERN DIVISION.

Nov. 1, 1865	$640,000	Nov. 1, 1865	Nov. 1, 1895	John D. Perry	40
Jan. 1, 1866	352,000	Jan. 1, 1866	Jan. 1, 1896	W. J. Palmer	22
May 8, 1866	368,000	May 8, 1866	do	do	23
July 9, 1866	320,000	July 9, 1866	do	do	20
Oct. 16, 1866	400,000	Oct. 15, 1866	do	do	25
Jan. 23, 1867	400,000	Jan. 23, 1867	Jan. 1, 1897	do	25
May 6, 1867	480,000	May 6, 1867	do	J. C. Reiff	30
June 11, 1867	400,000	June 10, 1867	do	Josiah C. Reiff	25
Aug. 13, 1867	384,000	Aug. 13, 1867	do	J. C. Reiff	24
Sept. 20, 1867	400,000	Sept. 20, 1867	do	do	25
Oct. 26, 1867	416,000	Oct. 26, 1867	do	do	26
Dec. 3, 1867	320,000	Dec. 3, 1867	do	do	20
Jan. 14, 1868	480,000	Jan. 14, 1868	Jan. 1, 1898	do	30
Apr. 28, 1868	400,000	Apr. 28, 1868	do	do	25
June 6, 1868	320,000	June 6, 1868	do	do	20
Nov. 5, 1868	223,000	Nov. 2, 1868	do	do	13.943
Total	6,303,000				393.943

NTRAL BRANCH UNION PACIFIC RAILROAD COMPANY, LATE ATCHISON AND PIKES PEAK RAILROAD COMPANY, ASSIGNEES OF THE HANNIBAL AND ST. JOSEPH RAILROAD COMPANY.

Date of issue.	Amount.	Date on which interest begins.	Date of maturity.	To whom delivered.	Number of miles aided.
ly 27, 1866	$320,000	July 19, 1866	Jan. 1, 1896	S. C. Pomeroy	20
c. 7, 1866	320,000	Dec. 6, 1866	....do	E. H. Nichols	20
y 2, 1867	320,000	May 2, 1867	Jan. 1, 1897	....do	20
c. 4, 1867	320,000	Dec. 3, 1867	....do	....do	20
n. 21, 1868	320,000	Jan. 20, 1868	Jan. 1, 1898	....do	20
Total	1,600,000				100

SIOUX CITY AND PACIFIC RAILROAD COMPANY.

ar. 16, 1868	$792,000	Mar. 10, 1868	Jan. 1, 1898	J. I. Blair	49.50
ar. 30, 1868	320,000	Mar. 30, 1868	....do	....do	20
ar. 3, 1869	516,320	Mar. 3, 1869	....do	....do	32.27
Total	1,628,320				101.77

WESTERN PACIFIC RAILROAD COMPANY.

an. 24, 1867	$320,000	Jan. 26, 1867	Jan. 1, 1897	John A. Griswold	20
ept. 3, 1869	320,000	Sept. 3, 1869	Jan. 1, 1899	C. P. Huntington	60
ct. 29, 1869	1,008,000	Oct. 28, 1869	....do	Jas. H. Storrs, attorney	63
an. 27, 1870	322,000	Jan. 22, 1870		C. P. Huntington	20.18
an. 8, 1872	560	....do		....do	
Total	1,970,560				123.18

RECAPITULATION.

Name of road.	Amount of bonds.	Interest to maturity at 6 per cent.	Total.
ntral Pacific	$25,885,120.00	$45,786,454.67	$71,671,574.67
ion Pacific	27,236,512.00	48,115,835.85	75,352,347.85
nnsas Pacific	6,303,000.00	11,188,943.09	17,491,943.09
ntral Branch Union Pacific	1,600,000.00	2,826,608.26	4,426,608.26
ux City and Pacific	1,628,320.00	2,880,935.89	4,509,255.89
estern Pacific	1,970,560.00	3,462,469.74	5,433,029.74
Aggregate	64,623,512.00	114,261,247.50	178,884,759.50

REPORT

OF THE

MENT DIRECTORS OF THE UNION PACIFIC RAILWAY.

NEW YORK, *August 28, 1894.*

ne Government directors of the Union Pacific Railway Com-
eby submit their report for the fiscal year ending June 30,

the closing months of the fiscal year ending June 30, 1893,
ngs of the Union Pacific Railway Company had shown a
to decrease materially. The outcome of the business for
August, 1893, was still more unfavorable. The earnings,
s and net, showed alarming and persistent declines. The
ıptoms were manifest throughout the whole system of the
cific Railway Company, its branches, and allied lines. They
reflected in the reports of the Northern Pacific Railroad
, the Atchison, Topeka and Santa Fe, the Southern Pacific,
ailed generally with almost equal severity throughout all the
in the United States west of the Missouri River. The causes
duced these extraordinary results were evidently deep seated,
not rationally be attributed to passing business disturbances;
antly falling tide of earnings, which affected a whole conti-
ld not be explained as the result of temporary adverse con-

ual figures for July and August, 1893, were as follows:

Union Pacific system.

	Month of July—			Month of August—		
	1893.	1892.	Increase+, decrease−.	1893.	1892.	Increase+, decrease−.
d	8,166	8,147	+19	8,166	8,147	+19
s	$2,828,873	$3,750,149	−$921,276	$2,658,115	$4,075,290	−$1,417,175
cluding taxes	2,044,293	2,241,167	− 196,874	1,915,034	2,461,699	− 546,664
	784,580	1,508,982	− 724,402	743,081	1,613,591	− 870,510

rly returns for the month of September indicated that these
ble results would continue. The administration of the Union
ailway Company, and of the various auxiliary companies which
ed the Union Pacific system, became satisfied that it would be
mpossible to meet its fixed charges for interest, and the obliga-
way of guarantees and of traffic contracts which the Union
ailway Company had assumed.

The Union Pacific system, as it existed in 1893, consisted roughly of the following divisions:

	Miles.
The Union Pacific Railway Company	1,[illegible]22
Branches in Nebraska, Kansas, Colorado, Wyoming, Utah, and Montana	2,[illegible]88
Oregon Short Line and Utah Northern	1,[illegible]25
Oregon Railway and Navigation Company	1,[illegible]59
The Union Pacific, Denver and Gulf, and Fort Worth and Denver City Railway companies	1,[illegible]72
Total	8,[illegible]66

It was believed that this vast system of railways possessed a greater earning power when operated as a whole than if dismembered. For the purpose, therefore, of preserving the system in its integrity, a suit was brought by Oliver Ames, 2d, and others against the Union Pacific Railway Company and all the various railway companies which formed parts of the system. The general scope of the averment of the bill was that, by reason of the enormous decrease of net earnings, the defendant companies were not able to meet their fixed charges and the obligations of the traffic contracts; that the preservation of the system as a whole was of great importance to all holders of the securities of the various companies, and for the purpose of preserving the integral and harmonious management of all the companies together, the court was asked to appoint receivers, whose duty it should be to operate the system as a whole, to pay all expenses of operation and maintenance and taxes, and to apply such surplus net earnings as might remain, in accordance with the equitable rights of the several defendant companies, or of the holders of their securities, as the court might direct.

On the 13th of October, 1893, the United States circuit court, sitting at Nebraska, appointed Mr. S. H. H. Clark (president of the Union Pacific Railway Company), Mr. Oliver W. Mink (one of the vice-presidents), and Mr. E. Ellery Anderson (one of the Government directors), receivers of the various properties of the defendants. Subsequently, on the suggestion of the Attorney-General, Mr. Frederic R. Coudert and Mr. John W. Doane (one of the Government directors) were also appointed.

The receivers immediately entered upon the discharge of their duties. The administration of this vast property presented questions of great complexity. The receivers found the Union Pacific Railway Company loaded down with a burden of obligations entirely beyond its power to discharge. The guaranty of all interest accruing on all bonds of the Oregon Short Line and Utah Northern, on all bonds of the Oregon Railway and Navigation Company, and the undertaking to pay a dividend of 6 per cent on $24,000,000 of stock of the last-mentioned company, involved from the inception and expenditure vastly greater than the entire net earnings of these properties, even after including therein a liberal estimate of the derived business and indirect benefits which might be claimed to have resulted from the contracts containing the said guarantees.

The undertaking to pay the interest on all the bonds of the Union Pacific, Denver and Gulf Railway Company was equally disastrous. There were many other traffic contracts involving smaller amounts, but all resulting in serious loss to the Union Pacific Railway Company, in the details of which it is not necessary to enter; but we feel that we are entirely within bounds in saying that the result of the guaranty, traffic, and construction contracts entered into by the Union Pacific Railway

Company since 1887 have caused that company a loss exceeding $7,000,000, and have been an important if not the controlling factor in causing the bankruptcy of the company.

As the earnings of all the companies which were placed in the hands of the receivers fell very far short of the amount required to meet the obligations of these executory contracts, the receivers were immediately confronted with the necessity of determining upon an equitable application of such earnings as were made, and were compelled to adopt a principle for the administration of the property and for determining the obligations which they should first meet, and those from the performance of which they should ask the court to relieve them.

In regard to the administration of the property the policy of the receivers has been to keep up to the full standard the physical condition of all the railroads in their charge. During their administration, 26,000 tons of steel rails have been ordered and in large part laid, liberal expenditures for maintenance of way have been made, and the rolling stock has been kept in good condition. All expenditures of every kind have been charged against income. For this reason, as well as for the reason that when earnings decrease it is impossible to decrease operating expenses in the same proportion, the percentage of operating expenses is very large, and the percentage of income available for payment of interest is correspondingly small.

In furtherance of the policy of applying net earnings, so as to conform to the equities and rights of the various defendant companies and of the holders of their securities, the receivers have kept separate accounts of the receipts and expenses of the respective properties which have been intrusted to them. They have considered it to be their duty to administer these properties as though they had been appointed receivers in suits brought to foreclose the various mortgages which cover them. They have adopted the principle that net earnings made on rails covered by a particular mortgage should be applied to the payment of interest accruing on bonds issued under such mortgage in preference to being applied to the payment of interest accruing upon mortgages covering other properties or in satisfaction of outstanding executory contracts of the Union Pacific Railway Company. Whenever the net earnings of a particular division have been clearly sufficient to meet the interest accruing on a mortgage covering such division, the receivers have obtained authority from the court and have applied the net earnings accordingly. When the net earnings of a particular division equal only a part of the interest accruing thereon, the particular company making such partial net earnings has been credited therewith for the ultimate benefit of those thereto entitled. The following interest payments have been made, or ordered to be made, since the appointment of the receivers:

	Due date.	Amount.	Total.
Union Pacific:			
Kansas Pacific, Denver Extension, first mortgage 6s	Nov., 1893	$176,610	
Kansas Pacific consolidated mortgage 6s (part)	do	131,600	
Kansas Pacific, Middle Division, first mortgage 6s	Dec., 1893	121,890	
Union Pacific Railway collateral trust 5s	do	116,925	
Union Pacific Railroad first mortgage 6s	Jan., 1894	816,870	
Union Pacific Railroad collateral trust 6s	do	110,160	
Kansas Pacific, Eastern Division, first mortgage 6s	Feb., 1894	67,200	
Union Pacific Railroad sinking fund 8s	Mar., 1894	149,200	
Union Pacific Railroad, Omaha Bridge, first mortgage 8s	Apr., 1894	22,440	
Union Pacific Railway equipment trust 5s	do	33,475	
Union Pacific Railway collateral trust notes, 6s, eleven monthly installments, Oct., 1893, to Aug., 1894, inclusive		615,260	
Total Union Pacific			$2,361,630

	Due date.	Amount.	Total.
Oregon Short Line and Utah Northern:			
Utah and Northern first mortgage 7s	Jan., 1894	$20,125	
Utah Southern general mortgage 7s	do	53,410	
Utah Southern Extension first mortgage 7s	do	33,880	
Idaho Central first mortgage 6s	do	1,440	
Utah and Northern consolidated mortgage 5s	do	45,775	
Oregon Short Line first mortgage 6s	Feb., 1894	447,930	
Utah and Northern equipment trust 5s	Apr., 1894	3,550	
Total Oregon Short Line and Utah Northern			$606,11[illegible]
Oregon Railway and Navigation:			
First mortgage 6s	Jan., 1894		148,2[illegible]
Central Branch, Union Pacific Railroad Co.:			
Atchison and Pike's Peak first mortgage 6s	Nov., 1893	48,000	
Central Branch funded interest 7s	do	22,050	
Total Central Branch			70,0[illegible]
Kearney and Black Hills Railway Co.:			
First mortgage 5s	Nov., 1893	642	6[illegible]
Union Pacific Coal Co.:			
First mortgage 5s	do	1,175	1,1[illegible]
Total payments for interest on bonds			3,187,8[illegible]
In addition to the payments thus made for interests upon bonds, there has been retained by the United States amounts due for transportation of troops, mails, and supplies upon the lines of the Union Pacific Railway Co., from Oct. 13, 1893, the date of the receivership, to June 30, 1894, aggregating			837,5[illegible]
Grand total of interest payments and amounts retained by the United States			4,025,4[illegible]

Several of the branch railroads forming part of the system have not earned their operating expenses. As these operating expenses are paid from the general funds of the system, it follows that the balance available for the purpose of meeting partially earned interests will be considerably less than the aggregate of the sums standing to the credit of the railroads which earn surpluses. The deficiencies, of course, stand as amounts due to the general fund from the particular companies against which they are charged, but unless they can be collected the necessary result is a loss which must be charged against the companies which earn surpluses, or some of them.

For the purpose of defining their duties in relation to the proper disposition of these deficiencies, the receivers have applied to the court, after giving full notice to all parties who could be affected thereby, including the Attorney-General as representing the interests of the United States. The result of this proceeding has been a direction to surrender the Denver, Leadville and Gunnison Railway, whose operation has for many years resulted in a very large deficiency, to a receiver appointed on the application of the trustee of its mortgage. This property was accordingly surrendered to Mr. Frank Trumbull, the receiver so appointed, on the 7th of August, 1894. Applications relating to other branches which result in deficiencies have been referred to Judge W. D. Cornish, as master, to take proofs, and such orders as to the continued operations of these branches as may be deemed proper will be made by the court after the master's report shall have been made. It may, however, be assumed that the court will not permit companies which earn surpluses to be charged with the deficiencies resulting from the operation of branches, except when the earnings derived from the branches and accruing to the companies against which the charge is to be made can be clearly shown to be in excess of the deficiency so to be charged.

It is manifest that the United States, as the largest creditor of the Union Pacific Railway Company, has an interest in the proper determination of all these questions, even if the Union Pacific Railway

Company be treated as a hopelessly insolvent corporation. Any application of its resources which tends to deplete its assets, decreases, of necessity, the proportion of the entire debt of the United States which could be realized either from a distribution of its assets in bankruptcy or from a reorganization of the property.

Referring again to the extraordinary and burdensome contracts guaranteeing the payment of interest on the bonds of the Oregon Short Line and Utah Northern, of the Oregon Railway and Navigation Company, and of the Union Pacific, Denver and Gulf Company, as long as the interest on these bonds was regularly paid, the holders of their securities gave but little attention to the general administration of their properties. As soon, however, as it became clear that a continuance of such payments was impossible, the respective bondholders whose interest remained unpaid became uneasy. Committees of protection were formed, investigations, more or less complete, of the traffic arrangements between the different parts of the system and of the factors determining the distribution of earnings and of operating expenses, were made. The contemplation of constantly diminishing earnings aroused a more or less defined suspicion that the particular interests of certain parts of the system were sacrificed for the advantage or benefit of other parts. The representatives of particular securities concluded that an administration of the properties in which they were interested, controlled entirely in their own interest and separated completely from the system which had failed to produce satisfactory results, would be to their advantage. This sentiment or conviction has caused the institution of proceedings in court, looking to a separate administration of certain parts of the system. The result of these proceedings has been the appointment of separate receivers of the Union Pacific, Denver and Gulf Railway Company and of the Oregon Railway and Navigation Company. On the 18th of December, 1893, all of the properties of the Union Pacific, Denver and Gulf Company, including the various branches in Colorado and the Julesburg Cut-off, were surrendered to Mr. Frank Trumbull, who was appointed separate receiver of these properties.

On the 3d of July, 1894, all the properties of the Oregon Railway and Navigation Company were surrendered to Mr. Edward McNeill, who was appointed its separate receiver. The properties thus surrendered, including the Denver, Leadville and Gunnison Railroad Company hereinbefore referred to, embraced in all over 2,500 miles of railroad, or more than one-fourth of the property originally included in the receivership of the Ames suit.

In our opinion there is no foundation for the suggestion that the particular or local interests of any part of the system have been sacrificed for the benefit or advantage of other parts; and while it may be true that certain temporary and local advantages resulting from favorable traffic contracts may be reached through separate administration of the properties above referred to, we believe that a dismemberment of the system will very largely impair its value and its earning power.

If this view is correct it will be readily seen that the security held by the United States for the large debt due from the Union Pacific Railway Company would be greatly impaired by a disruption of the system, and that the Government is deeply interested in promoting any plan of reconstruction which will prevent a disintegration of the system and which will secure to it the largest possible return.

Very shortly after the appointment of the receivers a committee was constituted for the purpose of preparing a practical plan for the reor-

ganization of the system. This committee consisted of the Hon. Calvin S. Brice, J. Pierpont Morgan, Louis Fitzgerald, Grenville M. Dodge, A. A. H. Boissevain, Henry L. Higginson, and Samuel Carr. These gentlemen represented a very large amount of all classes of securities. It was not possible to represent the Government of the United States by an agent armed with any power to speak or act for it, but it was intended by the presence of Senator Brice on the committee and by constant conference with the Attorney-General to prepare a plan which would be in harmony with the interests of the United States and acceptable to Congress.

This committee has labored zealously to accomplish its objects. The principle upon which it has proceeded has been that the terms of settlement with the United States must be adjusted before any proposition could be made to the general creditors. This, we think, was a mistake. The representatives of the United States, not having before them the whole proposition or any statement of the terms to be offered to other creditors, could not judge intelligently of the concession which they were asked to make, and would naturally and by reason of their official relations insist upon a larger measure of payment or of security than the property could possibly be made to yield.

We are informed that the reorganization committee proposed no plan of its own. It outlined a number of suggestions which were submitted to the Hon. Richard Olney, Attorney-General, for such action as he might see fit to take. After many discussions and consultations the Attorney-General sent to the House of Representatives a letter dated April 26, 1894, containing a proposed bill entitled "A bill to reorganize the Union Pacific Railway Company, and to readjust and secure the claims of the United States against said company."

This bill was referred to the Committee on the Pacific Railroads, and full hearings of the representatives of the reorganization committee, of the receivers, and of other interested parties were had. A number of other bills relating to the same subject were referred to the House Committee. Subsequently, Mr. Reilly, the chairman of the committee reported H. R. 7798 in lieu of H. R. 305, H. R. 4411, H. R. 6947, and H. R. 6950. Mr. Reilly's report is No. 1290.

It is provided by the third section of this bill that the moneys and securities in the sinking fund created pursuant to act of Congress of May 7, 1878, shall be applied to part payment or extinction of existing first-mortgage bonds whose liens are prior to the lien of the United States; after such application there would remain about $21,000,000 of such prior bonds.

Section 2 of the Reilly bill requires the company desiring to avail itself of the benefits of the proposed legislation to provide for the payment of all bonds having priority of lien over the United States.

Section 8 retains the existing statutory lien until the debt due to the United States shall be fully paid. It follows, therefore, that under the provisions of the Reilly bill the only securities available to the company to be used for the purpose of paying off the above-mentioned $21,000,000 of bonds are securities which shall be subject to the Government lien and subject to all existing liens which are now subsequent to the lien of the Government. In our opinion this condition cannot be complied with. It would be found simply impossible to raise $21,000,000 on bonds subject to the lien of the Government.

It has been a prevalent idea in Congress and with the public that many important and valuable interests would be displaced by an enforcement of the Government lien, and that these interests could be

safely relied on as certain to provide the money required for carrying into effect any adjustment which Congress might propose. This assumption has no foundation in fact. As far as the securities appertaining to the Oregon Railway and Navigation Company, to the Oregon Short Line and Utah Northern Railway Company, and to the Union Pacific, Denver and Gulf Company are concerned, the holders thereof have given abundant evidence that, so far from contributing anything for the retention of the Union Pacific system in its integrity, they are inclined to believe that they can produce better results by separate administrations of their respective properties. As far as the Union Pacific Railway Company itself is concerned, the only securities which would be displaced by a foreclosure of the Government lien are the sinking fund 8s, of which there are outstanding $3,730,000; the Kansas Pacific consolidated 6s, of which there are outstanding $11,724,000; the Kansas Division and collateral mortgage bonds, of which there are outstanding $5,000,000, and the stock, amounting to $61,000,000.

The sinking fund 8s and the Kansas Pacific consolidated 6s are largely secured by liens on land grants and by collateral bonds. Their liens on the railroad, which would be extinguished by the enforcement of the Government lien, form a very inconsiderable part of their security, and the holders of these bonds would advance nothing to stay a foreclosure of the public debt or to assist the railway company in complying with the requirements of the proposed Reilly bill.

The $5,000,000 of Kansas Division and collateral mortgage 5 per cent bonds are held as additional collateral security in the Drexel-Morgan 6 per cent note trust; and, as the outstanding 6 per cent notes are substantially protected by other security, their holders would certainly advance nothing to avert a foreclosure of the Government lien.

As far as the stockholders are concerned, at present quotations, the whole market value of all the stock is about $8,000,000. It is manifest that the scattered stockholders would be neither willing nor able to contribute a very large sum of money for the purpose of averting foreclosure. An assessment of perhaps $10 a share might be successfully levied, but only by means of a plan which would give reasonable assurance of success and which would leave to the contributors some expectation of a return of their contributions.

As for the plan of attempting the collection of the Government debt by acquiring title to the railroad property and operating it, the insuperable objection to this course, both from a political standpoint and in view of the peculiar and incomplete nature of the Government lien, have been so often stated that it is not necessary to repeat them.

The Government directors have given the subject of the adjustment of the Government debt very special and careful consideration since the appointment of the receivers. The situation appears to them critical and to call more urgently than ever for an intelligent settlement between the Government and the company. We beg leave, therefore, to report the following suggestions, which appear to us to give a vastly better result than could be obtained from a foreclosure of the Government lien and to be free from the impracticable difficulties contained in the Reilly bill. If they should meet your approval and the approval of the Administration, we ask that they be submitted to Congress for its consideration.

The plan is simply for the reorganization of the Union Pacific Railway Company. We have, however, added an application of this principle, so as to include the Oregon Short Line and Utah Northern

Railway Company and the Oregon Railway and Navigation Company. The inclusion of the two last-named companies would, of course, be entirely dependent upon the approval of a large majority of the holders of their securities as well as upon the favorable action of Congress, but such inclusion, as will be seen, is not necessary to the success of the plan.

The plan is based on the following principles:

I. Ascertain the minimum net earning power of the railroad or railroads to be reorganized.

II. Subject the entire railroad or railroads to a single mortgage, under which issue 3 per cent 100-year bonds to an amount such that the accruing interest will not exceed the minimum earning power.

III. Ascertain the debt due to the Government by adding interest at 6 per cent to the principal of the bonds from their date to their maturity, crediting against same the amount of the United States bond and interest account and discounting the principal and interest so ascertained at 3 per cent per annum for an agreed date, say, July 1, 1895.

IV. Apply the moneys and securities in the sinking fund to the part payment or extinction of bonds which have priority of lien over the lien of the Government.

V. Assess the stock of the Union Pacific Railway Company $10 per share. In default of payment of assessment, issue new stock for the amount thereof.

VI. Apply $5,000,000 of the amount so raised to the further extinction of bonds having priority of lien over the lien of the Government.

VII. Sell so many of the first-mortgage 3 per cent 100-year bonds as shall be required to pay off the remainder of the existing prior-lien bonds at maturity.

VIII. Issue to the Government an amount of first-mortgage 3 per cent 100-year bonds equal to the whole debt as above ascertained.

IX. Apply the remaining 3 per cent first-mortgage bonds and so much preferred stock as may be necessary to compensate securityholders for reduction of interest to the satisfaction of liens subsequent to the lien of the United States and of the bonds held in the collateral trusts of the company.

X. Carry to foreclosure, decree, and sale the entire railroad property of the Union Pacific Railway Company, including the bonds and lands held in the collateral trusts.

The following statement presents a plan of reorganization based upon an application of these principles to the Union Pacific Railway Company.

The actual net earnings of the Union Pacific Railway Company during the fiscal year ending June 30, 1894, which may be safely taken as representing a maximum of disaster and a minimum of earnings, are as follows:

Gross earnings for year ending June 30, 1894		$15,436,000
Operating expenses for the same period	$9,983,000	
Taxes, estimated on payments for 1893	594,000	
		10,577,000
Net earnings for the year		4,859,000

Assuming, then, this amount as the minimum net earning power of the Union Pacific Railway Company, we suggest the following reorganization of the company and its branches in Nebraska, Kansas, Colorado, Wyoming, Utah, and Montana:

Securities to be issued.

Three per cent one-hundred-year gold bonds	$150,000,000
Five per cent noncumulative preferred stock	20,000,000
Common stock	61,000,000

Application of securities.

		Amount.	Preferred stock.	Three per cent bonds.
Union Pacific first-mortgage 6s		$27,229,000		
Kansas Pacific, Eastern Division 6s		1,936,000		
Kansas Pacific, Middle Division 6s		3,716,000		
Kansas Pacific, Denver Extension 6s		4,218,000		
Kansas Pacific, Leavenworth Branch 7s		15,000		
Total first-mortgage bonds		37,114,000		
Pay or cancel by United States sinking fund	$15,500,000			
Pay from stock assessment	5,000,000			
		20,500,000		
Leaving outstanding first-mortgage bonds		16,614,000		
Apply in satisfaction thereof 3 per cent bonds at 160				$26,582,400
Debt to the United States, ascertained as of July 1, 1895		70,600,000		
Apply in satisfaction thereof 3 per cent bonds at par				70,600,000
Sinking-fund 8 per cent bonds		3,730,000		
Apply in satisfaction thereof 3 per cent bonds at 160				5,968,000
Union Pacific Railroad Company collateral trust 6 per cent bonds		3,672,000		
Apply in satisfaction thereof 3 per cent bonds at 150				5,508,000
Omaha Bridge 8 per cent bonds		561,000		
Apply in satisfaction thereof 3 per cent bonds at 160				897,600
Omaha Bridge renewal 5s		589,000		
Apply in satisfaction thereof 3 per cent bonds at 150				883,500
Equipment trust 5s		1,274,000		
Apply in satisfaction thereof 3 per cent bonds at 160				2,038,400
Collateral trust three-year notes 6s		11,430,000		
Apply in satisfaction thereof 3 per cent bonds at 150				17,145,000
Collateral trust 5s		4,677,000		
Apply in satisfaction thereof:				
Three per cent bonds at par				4,677,000
Preferred stock at 50			$2,338,500	
Kansas Pacific consolidated 6s		11,604,000		
Apply in satisfaction thereof:				
Three per cent bonds at par				11,604,000
Preferred stock at 50			5,802,000	
Capital stock outstanding		61,000,000		
Amount of assessment thereon at $10 per share, for which issue preferred stock at par			6,100,000	
Issue new common stock at par for old stock paying assessment				
Total			14,240,500	145,903,900
Balance first-mortgage 3 per cent bonds in Treasury				4,096,100
Balance preferred stock in Treasury			5,759,500	
Total			20,000,000	150,000,000

Create a sinking fund for the ultimate redemption of the 3 per cent first-mortgage bonds by vesting in the trustees of the general mortgage all the securities and lands now held in the Drexel-Morgan 6 per cent note trust, and in the collateral 6 per cent trust, and in the collateral 5 per cent trust.

Require the trustees of the general mortgage to invest the income derived from these securities and from the lands for account of their sinking fund. Require the trustees from time to time, and not less than once in every five years, to have an appraisement made of the securities and lands and cash in their sinking fund, and, whenever the value of the sinking fund so ascertained shall be less than a sum equal to the aggregate which would be reached by annual payments of $800,000 each from the date of the mortgage to the date of such appraisement, together with interest thereon at the rate of 3 per cent per annum, compounded at the end of each year, require the company to pay into the sinking fund a sum sufficient to make up such deficiency.

The branches and properties in Nebraska, Kansas, Colorado, Utah, and Montana, which are now controlled by the Union Pacific Railway Company through the ownership of the bonds and stock of such branches, or of a majority thereof, would remain under the control of the trustees of the new general mortgage, and would, of course, be operated in harmony with the main railroad.

It is our opinion that the $70,600,000 3 per cent first-mortgage bonds awarded to the Government under the plan above outlined would produce a better return than could be derived from a compulsory foreclosure. It also appears to us to represent as large a portion of the whole value of the property as can be awarded to the Government, and leave to those interested in the reorganization sufficient assets to effect a fair settlement with all the holders of its securities.

We are aware, of course, that no such plan can be carried through without the approval and cooperation of a large majority of the holders of all classes of securities; but, if the terms offered in the distribution of the securities are in general accord with their market values, it will, in our judgment, not be unreasonable to count on such approval. The amount required to meet the interest on the entire issue of 3 per cent bonds above suggested is less than the actual net earnings during the year ending June 30, 1894.

The annual payment to the United States would exceed $2,000,000, and would be larger than the payments called for under the Reilly bill. The securities which immediately enter into the general mortgage sinking fund have an actual present value of over $25,000,000, and, irrespective of the lands, their annual earning power exceeds $800,000.

It is our judgment that no plan of reorganization can be carried into effect without complete foreclosure of the property of the company to be reorganized, including in such foreclosures all of its property held in the collateral trusts. While the receivers may be relieved by order of court from the actual performance of the obligations of the Union Pacific Railway Company, these obligations must remain in force as between the contracting parties themselves. As far as these obligations represent current obligations incurred in the operation of the property, they are all met and discharged within a very brief period after they are incurred. The receivers are carrying no floating debt except the obligations of each current month. The class of obligations which we refer to, and which render a foreclosure indispensable, are those growing out of executory contracts guaranteeing the payment of interest, the traffic contracts and construction contracts hereinbefore referred to. Without a foreclosure these obligations would ultimately ripen into judgments against the company, which would remain forever as a cloud upon its title, and render its operation, except through the medium of a receivership, impracticable.

It is, therefore, absolutely necessary that the entire property of the Union Pacific Railway Company and all of its right, title, and interest in the securities and lands held in its various collateral trusts be foreclosed by appropriate proceedings. If the agreement for reorganization on the basis outlined above, or on any basis of distribution of securities acceptable to a large majority of the security holders, should be assented to, the usual proceedings for the foreclosures of the properties intended to be included in the reorganization, and their purchase by an appropriate committee authorized to carry the same into effect, are matters which present no difficulties. We refer to this subject because the suggestion has at times been made that a reorganization

could be effected through the instrumentality of the present corporation and without actual foreclosure and sale. In our judgment this is utterly impossible. As, however, foreclosure would not cut off any creditor having an actual money demand against the company, but would merely cut off obligations under executory contracts which have become impossible of performance, it seems to us that there can be no objection to such foreclosures.

Our duties as Government directors are confined to the matters relating to the Union Pacific Railway Company itself; but, in view of what has been said of the value of the system and of the preservation of its integrity, we have thought it not out of place to report an extension of the principles of reorganization as hereinbefore applied to the Union Pacific Railway Company so as to include in the reorganization the Oregon Short Line and Utah Northern Railway Company and the Oregon Railway and Navigation Company.

Suggested basis for reorganization of the Oregon Short Line and Utah Northern Railway Company:

Gross earnings year ending June 30, 1894		$5,013,000
Operating expenses for the same period	$3,302,000	
Taxes estimated to be the same in 1894 as in 1893	221,000	
		3,523,000
Net earnings for year ending June 30, 1894		1,490,000

Securities to be issued.

Three per cent one-hundred-year gold bonds	50,000,000
Five per cent noncumulative preferred stock	32,000,000
Common stock	27,000,000

Application of securities.

	Amounts.	Preferred stock.	Three per cent bonds.
Oregon Short Line first mortgage 6s	$14,931,000		
Apply in satisfaction thereof:			
Three per cent bonds at 140			$20,903,400
Preferred stock at 40		$5,972,400	
Utah and Northern first mortgage 7s	4,995,000		
Apply in satisfaction thereof:			
Three per cent bonds at 180			8,991,000
Preferred stock at 60		2,997,000	
Utah and Northern Consolidated 5s	1,831,000		
Apply in satisfaction thereof:			
Three per cent bonds at 140			2,563,400
Preferred stock at 30		549,300	
Utah and Northern Equipment Trust 5s	142,000		
Apply in satisfaction thereof 3 per cent bonds at 160			227,200
Utah Central first mortgage 6s	7,000		
Apply in satisfaction thereof 3 per cent bonds at 160			11,200
Idaho Central first mortgage 6s	131,000		
Apply in satisfaction thereof:			
Three per cent bonds at 160			209,600
Preferred stock at 40		52,400	
Utah Southern first mortgage 7s	424,000		
Apply in satisfaction thereof:			
Three per cent bonds at 160			678,400
Preferred stock at 40		169,600	
Utah Southern general mortgage 7s	1,526,000		
Apply in satisfaction thereof:			
Three per cent bonds at 160			2,441,600
Preferred stock at 40		610,400	
Utah Southern Extension 7s	1,950,000		
Apply in satisfaction thereof:			
Three per cent bonds at 160			3,120,000
Preferred stock at 40		780,000	
Oregon Short Line and Utah Northern consolidated 5s	10,895,000		
Apply in satisfaction thereof:			
Three per cent bonds at 80			8,716,000
Preferred stock at 50		5,447,500	

Application of securities—Continued.

	Amounts.	Preferred stock.	Three per cent bonds.
Oregon Short Line and Utah Northern collateral trust 5s.[1]	[1] $13,000,000		
Apply in satisfaction thereof preferred stock at par		[1] $13,000,000	
Oregon Short Line and Utah Northern stock	26,244,853		
Assess this stock $5 a share, for which issue preferred stock at par		1,312,242	
Issue new common stock at par for all stock paying assessment.			
Total		30,890,842	$47,861,800
Balance first mortgage 3 per cent bonds in Treasury			2,138,200
Balance preferred stock in Treasury		1,109,158	
Total		32,000,000	50,000,000

[1] The $13,817,200 of Oregon Railway and Navigation stock now held in the Oregon Short Line and Utah Northern collateral trust would pass to the trustees of the general mortgage and form a part of their sinking fund after the exchange of the collateral trust bonds for preferred stock.

Suggested basis for reorganization of the Oregon Railway and Navigation Company.

Gross earnings for year ending June 30, 1894		$3,240,000
Operating expenses	$2,735,000	
Taxes (estimated on payments for 1893)	167,000	
		2,902,000
Net earnings for the year		338,000

Securities to be issued.

Three per cent one hundred-year gold bonds	20,000,000
Five per cent noncumulative preferred stock	38,000,000

Application of securities.

	Amount.	Preferred stock.	Three per cent bonds.
Oregon Railway and Navigation first mortgage 6s	$4,942,000		
Apply in satisfaction thereof 3 per cent bonds at 170			$8,401,400
Oregon Railway and Navigation Consolidated 5s	12,583,000		
Apply in satisfaction thereof:			
Three per cent bonds at 75			9,437,250
Preferred stock at 80		$10,066,400	
Oregon Railway and Navigation Collateral Trust 5s	5,182,000		
Apply in satisfaction thereof:			
Three per cent bonds at 33⅓			1,727,400
Preferred stock at 66⅔		3,454,600	
Oregon Railway and Navigation Company stock	24,000,000		
Apply in satisfaction thereof preferred stock at par		24,000,000	
Total		37,521,000	19,566,050
Balance first mortgage 3 per cent bonds in Treasury			433,950
Balance noncumulative preferred stock in Treasury		479,000	
Total		38,000,000	20,000,000

The consolidation of the Union Pacific Railway Company, the Orego Short Line and Utah Northern Railway Company, and the Orego Railway and Navigation Company could be effected on the bases abov set forth by executing a single mortgage covering all of their prope ties and issuing thereunder 3 per cent one hundred-year bonds equ in the aggregate to all the issues above suggested, and issuing in lik manner 5 per cent noncumulative preferred stock and common stoc equaling in the aggregate the shares above provided for. The figur would be as follows:

gage bonds:	
Pacific Railway Company	$150,000,000
n Short Line and Utah Northern	50,000,000
n Railway and Navigation Company	20,000,000
l	220,000,000
stock:	
Pacific Railway Company	20,000,000
n Short Line and Utah Northern	32,000,000
n Railway and Navigation Company	38,000,000
l	90,000,000
tock:	
Pacific Railway Company	61,000,000
n Short Line and Utah Northern Railway Company	27,000,000
l	88.000,000

ted charges under these issues would amount to $6,600,000, ninimum net earnings, as tested by the returns of the year end- e 30, 1894, amount to $6,689,000, but these figures are so far e earnings of the same properties during a long series of prior at we think it may be assumed with entire safety that the for the future will more than suffice to meet the amount in , $6,600,000.

overnment directors are quite aware that, on a review of the ons made to the different classes of security holders, the propo- ide to the Government to pay the principal and interest of the 3 per cent bonds at par is very much below the proposition respect to the holders of first mortgage bonds which are prior overnment lien and in respect to the holders of many other f securities. It is, however, to be remembered that the securi- h support the first mortgage bonds, those which support the t sinking fund bonds, or the collateral 6 per cent notes, or the l trusts, are securities which assure to the holders of these e full payment of the amounts due them.

overnment to-day is only secured by a second mortgage, and imperfect and incomplete. It is for this reason impossible to al the securities intended to be issued as to give to the Govern- favorable a settlement as must be offered to those holding of a higher class. The real question to be considered is the proposition to the Government is a better proposition and re a better return to it than it could obtain by resorting to a re of its lien. We make the recommendation contained in this cause we believe that the amount realized by the Government ay will be greater than could possibly be derived by compul- cess.

tfully submitted.

E. ELLERY ANDERSON,
J. W. DOANE,
FITZHUGH LEE,
JOSEPH W. PADDOCK,
Government Directors.

IOKE SMITH,
cretary of the Interior, Washington, D. C.

REPORT

OF

THE GOVERNOR OF ALASKA.

DISTRICT OF ALASKA, EXECUTIVE OFFICE,
Sitka, October 1, 1894.

SIR: I have the honor to herewith submit my second annual report of the condition of affairs in the District of Alaska.

Notwithstanding the unfavorable climatic conditions of the spring and early summer months, many new enterprises were entered upon and old ones completed.

The fisheries have been successful, the mines have yielded profitable returns, the population has been largely augmented by immigration, and the people have enjoyed a season of unusual progress and prosperity.

The civil officers have been vigilant and faithful in the discharge of their duties, and in view of the extent of the territory over which they exercise authority and the absence of transportation and other facilities indispensable for the execution of the law, crime is less frequent and law and order quite as well enforced as in some of the more densely populated and highly civilized communities.

By the courtesy of Lieut. Commander William T. Burwell, U. S. Navy, in command of the U. S. man-of-war *Pinta*, at Sitka, I made a cruise through the inland waters of southeast Alaska in the month of July last, visiting the Indian villages of Killisnoo, Point Ellis, Shekan, Point Barrie, Wrangell, New Metlakahtla, Kitchikan, Chilkoot, Chilkat, Haines Mission, and Hoonah.

The building of sawmills and the manufacturing of lumber in the Territory has revolutionized and improved the manner of constructing habitations in all of these villages.

The leading trait in the character of the Alaska native is imitativeness, and being possessed of considerable mechanical skill and willing to work, they purchase lumber and erect modern houses. Some of them are built in an original style of architecture and painted in colors of barbaric taste, but are comfortable to live in, and indicate the progress they have made toward civilization. They have also much improved in the way of preparing food and clothing. The impress of the missionary is visible in all parts of southeast Alaska, and they deserve the commendation of all, for the good they have accomplished among these native people.

INDIAN POLICE.

The Indian police force of Alaska consists of 2 chiefs of police and 19 privates. This police force has been of great utility in the way of giving information to the civil officers, preventing the making of native

whisky in the Indian villages, keeping the peace, and preventing bloodshed among their own people, and compelling the Indian children to attend the Government schools. The 2 chiefs of police receive $15 per month each; the 19 privates receive $10 each.

POPULATION.

The Eleventh Census of the United States, taken in 1890, computes the number of white people in Alaska to be 4,298—male 3,853, female 445; mixed 1,814—male 891, female 923; Indian, 23,532—male 12,106, female 11,426; total, 29,644.

Including those who have gone into the Yukon country, there has been added to the white population of the Territory by immigration about 1,000 people, most of whom have settled at Juneau and the mining camps in that vicinity.

We have no means of ascertaining the exact fluctuations in the number of the Indian population, but from my individual observation and experience of seven years with them in Alaska it would appear that they are slowly decreasing, especially on the seacoast, where they come in contact with white people. It is said that there is a decrease in the number of natives on the western coast of Alaska for the want of a proper food supply.

The experiment of shipping domesticated reindeer from Siberia and propagating them in that part of Alaska is reported to be successful, and in a short time will provide ample food for all the natives bordering on the Bering Sea.

EDUCATION.

The beneficial influence of the Government schools in Alaska is apparent to every observer, and the progress in education, civilization, and Christianity made by those who enjoy the advantages of these schools is gratifying and satisfactory. The mission schools of all denominations in Alaska have been aided and strengthened through the Bureau of Education at Washington, D. C., which has greatly added to their influence and power for good among the native people.

In addition to the fourteen day schools supported by the Government of the United States and fifteen mission schools which receive subsidies therefrom there are six Russian schools, maintained by the Greco-Russian Church.

During the past year I have visited all the schools and missions in southeastern Alaska except the school and mission at Howcan, and observed a marked improvement in all the schools since my visit of three years ago.

At Juneau the white and native children occupied schoolrooms in the same building and on the same floor. This was not agreeable to the white people and not pleasant for the natives. The smaller room, allotted to the white school, was entirely unequal to the needs of the place. It is gratifying to report that this condition has been remedied. By direction of the Commissioner of Education at Washington a new house was built and furnished this summer, on a separate lot, for the accommodation of the native school, and the old schoolhouse has been improved, repainted, and furnished with new seats and desks. This building will be occupied by the white school, and will afford ample room and accommodations for some time to come.

The Juneau Presbyterian mission has 25 native children in the home, all of whom attend the Government day school. A day and boarding school is maintained by the Sisters of St. Ann in Juneau. When I

visited this school last fall 45 children were present. They appeared to be well taught, and excelled in discipline and deportment.

Sitka, the capital of the Territory, has one white and one native school supported by the Government. These schools are now in a flourishing condition. The buildings here have been recently improved, which has greatly augmented their comfort, convenience, and efficiency.

The Sitka Training and Industrial School for natives, under the management of the Presbyterian Board of Home Missions, is a well-organized institution. Excellent work is being done in this school. The superintendent and teachers are all to be commended for their self-sacrifice and devotion to the cause of educating and civilizing these native people.

The Greco-Russian Church also maintains an orphan-otrophy and day school for white and native children, with 30 pupils and 3 teachers. The exercises are conducted in the Russian language, but English is taught in the school. The manager, Father Donskoy, is an excellent man, and devoted to his work.

Perhaps the most successful mission and school work in Alaska has been attained at New Metlekahtla, on Annet Island, Rev. William Duncan, missionary and teacher. Eighty-three per cent of the population between the ages of 10 and 23, inclusive, numbering 222, read and write English.

The Rev. Mr. Duncan's success has been attributed largely to the plan of keeping his people constantly employed in some industrial pursuit or mechanical art. Nothing subdues and civilizes the savage so quickly as constant and remunerative employment.

The Government school at Killisnoo was destroyed by fire in February last and the school discontinued. I would not recommend the erection of a new school building there. The day schools at Douglass Island and Wrangell were open during the school year, and were well conducted. The school buildings are in good repair. The Government school at Chilkat was not open last year, but the native children attended the Haines Mission school which is about 2 miles from that place. The schools at Kodiac, Afognak, Karluk, Unalaska, and Unga I could not visit this year, but I have learned that these schools were well managed and that the teachers have been devoted and faithful to their trust.

The natives of Alaska, unlike the North American Indian, do not recede before the march of civilization, but rather follow in the wake of the white man. Wherever there is a center of white population in Alaska, near by will be found the greater number of Alaskan natives. The tendency of these people is to abandon a nomadic life and seek employment in the mines and mills by which they can earn a living with certainty, have white man's food, and enjoy some of the comforts of civilized man. In whatever position or occupation the Alaskan native may be, he is always to be found self-supporting, receiving nothing from the Government of the United States, and wants nothing but fair treatment from the local authorities.

I earnestly recommend an increase in the appropriation for the education of children in Alaska.

INTOXICATING LIQUORS.

The act of Congress, approved May 17, 1884, creating a civil government for the Territory of Alaska, provides:

SEC. 14. That the provisions of chapter three, title twenty-three, of the Revised Statutes of the United States, relating to the unorganized Territory of Alaska, shall

remain in full force, except as herein specially otherwise provided; and the impo tion, manufacture, and sale of intoxicating liquors in said district, except for me inal, mechanical, and scientific purposes, is hereby prohibited, under the penal which are provided in section nineteen hundred and fifty-five (1955) of the Revi Statutes of the United States, for the wrongful importation of distilled spirits. the President of the United States shall make such regulations as are necessar carry out the provisions of this section.

Section 1955 of the Revised Statutes of the United States provi as follows:

The President of the United States shall have power to restrict the importatio distilled spirits into and within the Territory of Alaska. The exportation of s from any other port or place in the United States when destined to any port or p in that Territory, and all such * * * distilled spirits exported or attempte be exported from any port or place in the United States, and destined for such ritory, in violation of any regulations that may be prescribed under this section, all such * * * distilled spirits landed or attempted, to be landed or used at port or place in the Territory in violation of such regulations, shall be forfeited; if the value of same exceeds four hundred dollars the vessel upon which the san found, or from which they have been landed, together with her tackle, apparel, furniture and cargo, shall be forfeited; and any person willfully violating such r lations shall be fined not more than five hundred dollars or imprisoned not more six months.

This, together with section 3240 of the general laws of the Un States and section 669 of the Oregon law, comprises all the laws ap cable to Alaska. The Treasury Department, or the collector of toms, acting under that Department, is intrusted with the execu and enforcement of the law as provided in section 1955 of the Revi Statutes.

I believe that all the gentlemen who have held the position of lector of customs in Alaska with whom I have become acquainted ing the past seven years have endeavored to earnestly and hone perform their duty with respect to this law, and I know that no has made greater efforts to enforce its provisions than the pre incumbent.

Notwithstanding the efforts of the collector of customs, his depu and all the other civil officers in the Territory, intoxicating liquors imported, landed, and sold without stint in every white settlemen Alaska.

Congress appears to have been content with passing a prohibi law for the district of Alaska without providing any of the auxilia necessary and indispensable for the execution and enforcement of same. There are no roads in Alaska, and all travel and transporta of merchandise must be by water navigation.

Alaska has 4,000 miles of seacoast and 20,000 miles of shore lin be watched and guarded against the smuggler of intoxicating liq and contrabrand goods. As yet the customs officers have not b supplied with any kind of transport with which they could pur seize, and search vessels engaged in the illicit traffic.

Within the past year the collector of customs for Alaska has sei and forfeited 776 gallons of whisky and brandy, 462 bottles of whi and 17 pounds of opium—smuggled goods.

The U. S. district attorney for the District of Alaska is charged the duty of prosecuting all persons accused of violating provision section 14 of the organic act, which prohibits the importation, ma facturing, and sale of intoxicating liquors in said district. The makes no distinction as to whether the vendee be an Indian or a wh man, but public sentiment is so unanimously against the practic

selling or giving liquor to Indians that none but the lowest outcast will be found in the business.

Grand juries do not fail to find true bills of indictment, petit juries do not hesitate to try and to convict, and the court does not delay in passing sentence upon anyone found guilty of this crime. But when white men are accused of selling intoxicating liquors to white men the case is entirely different, so far as juries are concerned. Public sentiment is almost unanimously the other way.

The organic act has been the law of the Territory since May 17, 1884, and a great number of persons have been accused, arrested, and prosecuted by the successive district attorneys at almost every term of the U. S. district court held in Alaska. Yet in opposition to the repeated and forcible charges of the judge of the U. S. district court, and his earnest efforts to enforce the law, the grand juries have neglected to find bills of indictment against the offenders, and the records of the court fail to show that anyone at any time has been indicted, tried, or convicted of the crime of selling intoxicating liquors to white men.

The district attorney reports that 33 persons are under bonds to appear before the U. S. district court at Juneau, Alaska, in November next, for selling liquor in violation of the special internal-revenue law; 37 persons for importing and selling liquor contrary to section 1955 of the Revised Statutes of the United States, and 20 persons for all other offenses.

On the 1st of July, 1894, the collector of the internal revenue, after a suspension of about one year, resumed the issuance of special-tax stamps to all persons engaged in the liquor traffic in Alaska. Since that time 34 liquor dealers and 4 brewers have paid the special tax of $25 each and received their receipts from the collector of internal revenue.

For a period of one year from the 1st of July, 1893, no special internal-revenue tax was collected from, or receipts issued to, the liquor dealers or breweries in Alaska, except to those who had a permit from the governor to sell liquors for medicinal, mechanical, and scientific purposes. Several liquor dealers, not wishing to incur the penalties of the law relating to the collection of the internal revenue, retired from the business and the breweries all suspended operations. During this period there was a marked decrease in the amount of intoxicants consumed.

The special revenue-tax stamp confers no right, power, privilege, or license to import, manufacture, buy, or sell intoxicating liquors in Alaska in contravention to the local law. The law so declares, the receipt so reads, and all the higher courts have so decided. It is well understood that this stamp is not a license to sell intoxicants; yet when a person accused of that crime produces, in court, this evidence of his having paid a tax into the Treasury of the United States as a liquor dealer in Alaska, it stultifies the case exceedingly.

The Executive order concerning the sale of intoxicating liquors in the Territory of Alaska, as promulgated in Treasury circular No. 34, dated at Washington, D. C., March 12, 1892, provides for the sale of intoxicating liquors for medicinal, mechanical, and scientific purposes, by such persons in said Territory as have complied with the regulations, and obtained a special permit from the governor of the Territory.

On assuming the duties of the executive office of this Territory, August 28, 1893, I found that three persons were holding permits from the governor of the Territory, allowing them to sell intoxicating liquors for medical, mechanical, and scientific purposes, one at Douglas and

two in the city of Juneau. On September 20, 1893, two other permits were granted to two druggists in the city of Juneau.

Mr. John F. Gray filed charges, dated Juneau City, December 28, 1893, with the Secretary of the Treasury at Washington, D. C., alleging that the three several druggists in the city of Juneau, who held permits to sell intoxicating liquors, had violated the regulations made by the President allowing such sales to be made. The complaint was referred to the Secretary of the Interior Department, and by him referred to the governor of Alaska for investigation and report.

On receipt of the complaint I proceeded to the city of Juneau and made a thorough examination of the charges and allegations made by Mr. John F. Gray against the three persons who held such special permits, and upon a careful investigation the charges and allegations were sustained. I therefore suspended all such special permits to sell intoxicating liquors in Juneau, Alaska.

No more special permits were granted in Juneau city until the 19th of May, 1894, at which time one special permit was issued, and on the 20th of September, 1894, one special permit was renewed in Sitka, and these two are all the existing special permits to sell intoxicating liquors for medical, mechanical, and scientific purposes in Alaska at this date.

The law prohibiting the importation, manufacture, and sale of intoxicating liquors in Alaska should be amended in such a manner as to enlist at least a portion of the people of Alaska in support of the court and the civil officers in their efforts to enforce its provisions.

THE SEAL ISLANDS.

The history of sealing goes back to 1790. In the year 1800 the rookeries of the Georgian Islands produced 112,000 fur seals. From 1806 to 1823, says the Encyclopædia Britannica, "the Georgian Islands produced 1,200,000 seals, and the island of Desolation has been equally productive." Over 1,000,000 were taken from the island of Masafuera and shipped to China in 1798–'99. (Fanning's Voyages to the South Sea, p. 118.)

In 1820 and 1821 over 300,000 fur seals were taken at the South Shetland Islands, and Capt. Weddell states that at the end of the second year the species had become almost exterminated. In addition to the number killed for their furs, he estimates that "not less than 100,000 newly-born young died in consequence of the destruction of their mothers." (*See* Elliott's Rep., 1884, p. 299.)

In 1830 the supply of fur seals in the South seas had so greatly decreased that vessels engaged in this enterprise generally made losing voyages, from the fact that those places which were the resort of seals had been abandoned by them. (Fanning's Voyages, p. 487.)

At Antipodes Island, off the coast of New South Wales, 400,000 skins were obtained in the years 1814 and 1815. Referring to these facts, Prof. Elliott, of the Smithsonian Institution, in his able report on the Seal Islands, published by the Interior Department in 1884, says:

"This gives a very fair idea of the manner in which the business was conducted in the South Pacific. How long would our sealing interests in the Bering Sea withstand the attacks of sixty vessels carrying from 20 to 30 men each? Not over two seasons. The fact that these great southern rookeries withstood and paid for attacks of this extensive character during a period of more than twenty years, speaks eloquently of the millions upon millions that must have existed in the waters now almost deserted by them."

The Hon. C. A. Williams, of New London, Conn., who has been engaged in the business of whaling and seal hunting as the successor of his father and grandfather in that pursuit, testified before a Congressional committee, from facts of his own experience and that of his house, that "the cause of the extermination of the seals in those localities was the indiscriminate character of the slaughter. Sometimes as many as fifteen vessels would be hanging around these islands awaiting opportunity to get their catch, and every vessel would be governed by individual interests. They would kill everything that would come in their way that furnished a skin, whether a cow, a bull, or a middle-grown seal, leaving the young pups just

rn to die from neglect and starvation. It was like taking a herd of cattle and lling all the bulls and cows and leaving the calves. The extermination was so com-ete in these localities that the trade was exhausted and voyages to those places re abandoned." When the cession was made by Russia to the United States of aska Territory, and the subject of the value of fur seals, or the possible value, s brought to mind, people who had been previously engaged in that business risited these southern localities, after a lapse of nearly fifty years, and no seals re found on the Island of Desolation or on any of the islands in that part of the untry.

These islands have been used as the breeding place for sea elephants, and that ature can not be exterminated on that island, for the reason that certain beaches, own as weather beaches, are there. The sea breaks rudely on these beaches and it impossible to land upon them. There are cliffs, something like 300 to 500 feet, of ore ice, and the sea elephant finds a safe resort on these beaches, and still pre-ves enough life to make the pursuit of that animal worth following in a small ay.

I have vessels there, and have had, myself and father, for fifty or sixty years. But is is incidental. The island of South Shetland, and the island of South Georgia, d the island of Sandwichland, and Diegos, off Cape Horn, and one or two other nor points, were found to yield more or less seal. In this period of fifty years in ese localities seal life had recuperated to such an extent that there were taken om them in six years, from 1870 to 1876 or 1877, perhaps 40,000 skins.

Now the trade in those localities is entirely exhausted, and it would be utterly possible in a century to restock those islands, or bring them back to a point here they would yield a reasonable return for the investment of capital in hunt-g skins. That, in brief, completes the history of fur seal in the South Atlantic ean.

The rights and interests of the U. S. Government in the fur-seal and other fisheries Alaska were acquired by purchase from Russia and conveyed to it by the treaty cession.

The fur-seal rookeries of Alaska are located on the Pribylov group of islands, situ-ed near the center of that part of Bering Sea lying within the boundary of the rritory ceded by the Emperor of Russia to the United States, and about 1,500 iles due west of Sitka, consisting of the islands of St. Paul, which has an area of square miles, and St. George, which has an area of 27 square miles. These islands are discovered in 1786 by Pribylov, a Russian subject, and in 1799 the right to ke fur seal was granted to the Russian-American Company by the Russian Emperor. They (the seal islands) are enveloped in summer by dense fogs, through which e sun rarely makes its way, and are surrounded in winter by fields of ice iven down from the Arctic by northern gales. They have no sheltered harbors, t slight indentations in the shore lines afford a lee for vessels and a tolerable land-g place for boats in certain winds. The shores are bold and rocky, with strips of nd beach and slopes covered with broken rocks at intervals between the cliffs, d the interior of both is broken and hilly; neither tree nor shrub grows upon em, but they are covered with grass, moss, and wild flowers. For nearly one ndred years fur seals have been known to visit them annually in great numbers r the purpose of bringing forth and rearing their young, which circumstance ves them no inconsiderable commercial importance. The seals occupy the islands om the breaking away of the ice in the spring until it surrounds them again in e early winter; that is, from about the middle of May until December. (Lieut. aynard, U. S. Navy, in his report, Ex. Doc. No. 43, first session Forty-fourth Con-ess.)

In former years fur seals were found in great numbers on the various islands of the uth Pacific Ocean, but after a comparatively short period of indiscriminate slaughter e rookeries were deserted, the animals having been killed or driven from their unts, so that now the only existing rookeries are those in Alaska, another in the ssian part of Bering Sea, and a third on Lobos Island, at the mouth of the river ate, in South America. All these rookeries are under the protection of their several vernments.

The law prohibits the killing of fur seals in the Territory of Alaska or the waters ereof except by the lessee of the seal islands, and the lessee is permitted to kill ring the months of June, July, September, and October only, and is forbidden to l any seal less than one year old or any female seal, "or to kill such seals at any e by use of firearms, or by other means tending to drive the seals away from se islands." (Rev. Stat., sec. 1960.)

The best estimate as to the number of these animals on the Alaska rookeries placed at about 4,000,000, and there appears to have been no reduction of this number m 1871 to 1886, notwithstanding an average of 100,000 seals had been taken ually by the lessees of the islands during this period of fifteen years. But dur-

ing and since 1886 a marked diminution of the number of seals has taken place. Our information from a reliable source estimates that less than half a million seals have appeared on the islands of St. Paul and St. George during this summer of 1894.

The fact that a large number of British and American vessels, manned by expert Indian seal-hunters, have frequented Bering Sea and destroyed hundreds of thousands of fur seals, shooting them in the water and securing as many of the carcasses for their skins as they were able to take on board. The testimony of the Government agents shows that of the number of seals killed in the water not more than one in seven, on an average, is secured, for the reason that a wounded seal will sink in the sea; so that for every thousand seal skins secured in this manner there is a diminution of seal life at these rookeries of at least 7,000. Added to this is the fact that the shooting of a female seal with young causes the death of both. If the shooting is before delivery, that of course is the end of both; if after, the young seal dies for want of sustenance.

Lieut. Commander Drake, U. S. Navy, in command of the U. S. S. *Albatross*, which came into the port of Sitka September 27, ten days from the Seal Islands, reports that 40 vessels were in Bering Sea hunting fur seal during the months of August and September, and that they had taken on an average 1,000 skins each, 72 per cent of which were females. He also stated that but 12 per cent of these vessels were American, the others being mostly British.

It is obvious that if this destructive marauding is allowed to continue it will be but a few years until the seal rookeries of Alaska will be entirely deserted, and the business of fur-sealing will have passed into history. The North American Commercial Company, lessees of the seal islands in Alaska, have complied with the conditions of the lease and the natives have no cause for complaint.

I wish to say that many of the above facts were obtained from the very able report of Hon. Poindexter Dunn, chairman of the Committee on Merchant Marine and Fisheries, and the testimony taken before that committee, Fiftieth Congress.

FISH AND FISHERIES.

At the time when the Territory of Alaska was ceded to the United States by the Emperor of Russia the wealth of its marine products was regarded as the most important consideration for the purchase; and twenty-five years of actual experience has demonstrated the correctness of this opinion.

The food fishes of Alaska will, no doubt, prove to be the most valuable of all her marine products. The number of fur seal, sea otter, and other valuable sea animals are annually decreasing. But the Alaska food fishes will be a source of wealth for all time, giving employment to thousands of men and affording subsistence for the native population in the future as they have done in the past.

The codfish banks are extensive and inexhaustible, and halibut exist in great numbers, besides, more than a hundred species of food fishes are to be found in Alaskan waters.

The catching and canning of salmon has become an organized industry of large proportions. Beginning in 1883 with a pack of 36,000 cases, it has rapidly increased until 1891 the Alaskan pack amounted to nearly 800,000 cases, which was more than the world wanted, and the market declined; since then the canneries have pursued a more conservative course, and have endeavored not to overstock the market.

The following exhibit gives the name, location, and product of the canneries in Alaska last year. It is as yet too early to ascertain the number of cases packed this season:

Name of company.	Location.	Cases.
Bristol Bay Canning Co	Nushagak	34,750
Alaska Packing Co	do	37,188
Arctic Packing Co	do	35,848
Karluk Packing Co	Karluk	59,220
Hume Packing Co	do	59,959
Kodiak	do	30,138
Arctic Packing Co	Alitak	25,777
Arctic Fishing Co	Kusiloff	31,665
Chignik Bay Packing Co	Chignik	57,553
Pacific Packing Co	Prince Williams Sound	28,999
Pyramid Harbor Packing Co	Pyramid Harbor	13,668
Glacier Packing Co	Fort Wrangell	22,728
Alaska Salmon Packing and Fur Co	Loring	25,153
Alaska Improvement Co	Karluk	43,076
R. D. Hume & Co	do	15,429
Pacific Steam Whaling Co	Prince Williams Sound	35,000
Peninsular Fishing and Trading Co	Copper River	15,270
Chilkat Canning Co	Pyramid Harbor	24,418
Baranoff Packing Co	Baranoff Island	9,609
North Pacific Fishing and Trading Co	Klawak	12,595
Boston Fishing and Trading Co	Yes Bay	15,102
Metlakahtla Industrial Co	Metlakahtla	13,200
Total		648,345

There are also 24 salting establishments, from which were shipped 21,000 barrels of salmon. We have no statistics from the cod fisheries, but the information is that the catch will be about the same as the previous year.

At Killisnoo is located the establishment of the Alaskan Oil and Guano Company, Mr. Carl Spuhn, president and manager. Their capital stock is $75,000. They are engaged in the business of packing herring, manufacturing oil, and fish fertilizer. The product of their factory is 1,000 barrels of salted herring, about 400,000 gallons of herring oil, and 1,000 tons of guano. They also make their own barrels out of Alaska timber, and pay out about $20,000 in wages to natives and others. This is a very well-managed enterprise.

As far as we have any knowledge, the law in regard to the fencing of salmon streams has been observed by the canners.

GOVERNMENT BUILDINGS.

Baranoff Castle, one of the old landmarks of Sitka, and a relic of the days of Russian occupancy of Alaska, was destroyed by fire on the 17th of March, 1894. Repairs on this building had recently been completed by the Government at an expense of about $10,000, and the old structure had been converted into a very sightly and convenient court-house. Unfortunately 500 United States and State reports were consumed with the building. The Government sustains a serious loss in the burning of this building, since it leaves the Territory without suitable rooms to hold either the U. S. district court, or commissioners court at Sitka, the capital of the Territory, and necessitates the renting, at the expense of the Government, quarters for the latter-named court.

It is evident that a building, well and cheaply constructed at Sitka, for the purposes of the use of the courts above mentioned, and other offices for the accommodation of public business, is an absolute necessity, and therefore I would recommend an appropriation of $16,000 for this purpose.

I would also recommend the following appropriations at Sitka: Twelve hundred dollars for repairs on the building used as a jail, judges

chambers, offices of the U. S. marshal, and U. S. district attorney; $500 for repairs on the building owned by the Government and occupied by the clerk of the U. S. district court; and $300 for repairs on the house occupied by the governor. At Juneau, $500 for repairs on the court-house and jail; and the same amount, for the same purposes, at Wrangell.

The few old cabins at Kodiak, Alaska, owned by the Government are out of repair, and do not at all meet the requirements of the exigency of public business; and as Kodiak is one of the important places of Alaska, and as a deputy U. S. marshal and collector of customs and a U. S. commissioner are stationed there, it follows that suitable quarters should be furnished these officers, in which to transact the business for which they are thither sent: Therefore, I would recommend that $5,000 be appropriated to erect a building at Kodiak, Alaska, to be used as a court-house, offices for the U. S. marshal, and appointments well arranged for use as a jail.

At Unalaska, 600 miles southwest of Kodiak, the same state of affairs exists in regard to insufficient buildings for the proper accommodation of the affairs of the Government, and the above remarks made in reference to Kodiak will apply to Unalaska. Therefore I would recommend that $5,000 be appropriated for the construction of a similar Government building at that place.

I do not wish to advise extravagance anywhere, but in the small amounts herein set forth, and the absolute necessity of these expenditures, I feel justified in asking for Alaska, of the General Government, the necessities of her Territorial life, since Alaska with her resources so amply repays.

MINES AND MINING.

The modern discoveries in the manner and process of treating gold ores and the inventions of machinery applicable to the mining industry have rendered the manipulation of low-grade gold-bearing quartz easy, successful, and profitable.

To these discoveries and inventions Alaska is largely indebted for the development and success of the extensive mining business now being carried on in the Territory. Some veins of rich gold-bearing quartz have been discovered within two years past; but most of the mines which were first worked to successful development in Alaska were mainly of low-grade ores, which are found in lodes of extensive dimensions.

The Alaska Treadwell Gold Mining Company appear to have an inexhaustible quantity of gold ore, which will yield from $3 to $4 per ton. The year ending May 31, 1894, 240,000 tons of ore were treated, yielding $768,000, or $3.20 per ton; cost of mining and milling, $324,000, or $1.35 per ton. Net profit, $444,000. This is the largest quartz mill in America, it having 240 stamps.

The Mexican mine, under the same management, on the adjoining claim runs 60 stamps with about the same results.

At Berners Bay the Comet mine, which is of high-grade ore, began milling the quartz in June last with satisfactory results. Mines are being operated and developed in all of the following mining districts: Sumdum, Snettishham, Grindstone Creek, Sheep Creek, Gold Creek, Lemon Creek, Montana Creek, Juneau mining district, all Douglas Island, Sitka, Unga, and Kodiak.

The most successful mines are situated on the mainland belt or zone. This belt runs southeast and northwest. Beginning in Mexico, it passes

in almost a straight line to the Arctic Ocean. Varying from 2 to 20 miles in width, it embraces some of the best mines in Mexico, the Western States, and the Territory of Alaska. Douglas Island, Gold Creek, Berners Bay, and the placer mines of the Yukon Valley are on this belt. The most productive placers on Forty Mile and Miller creeks lie directly in its path.

We have no definite information from the mining camps in the Yukon country, but it is reported that there are about 1,000 miners in that locality, the majority of whom will remain there during this winter. A number of persons have gone into that district who have but little means and no experience in mining or other labor, and I fear that there will be much suffering for want of supplies.

Mail communication should be established between the city of Juneau and the Yukon mining region. I would recommend that the Government engineers be directed to survey and locate a wagon road to the boundary line of Alaska by the way of the Chilkat Pass. The distance is greater, but the divide is much lower than by the Chilkoot trail.

JAMES SHEAKLEY,
Governor of Alaska.

The SECRETARY OF THE INTERIOR,
Washington, D. C.

REPORT

OF

THE GOVERNOR OF ARIZONA.

TERRITORY OF ARIZONA, EXECUTIVE OFFICE,
Phœnix, Ariz., September 25, 1894.

SIR: In compliance with the request made in your letter of instruction, dated July 14, 1894, I have the honor to submit the following report of the affairs, progress, and development of the Territory of Arizona for the fiscal year ending June 30, 1894, together with such suggestions and recommendations touching the interests of the Territory as I deem worthy of your consideration and the action of Congress.

Respectfully,

L. C. HUGHES,
Governor of Arizona.

Hon. HOKE SMITH,
Secretary of the Interior.

PRESENT CONDITIONS.

Notwithstanding the general depression prevailing throughout the country during the year, Arizona has enjoyed a period of more than average prosperity.

The two previous years of drought, resulting in a loss of more than 50 per cent of the range cattle of the Territory, were followed by a generous supply of rain during the past year, which has given abundance of pasture, resulting in a general recuperation of the stock interests.

The closing of the silver mines, caused by the low price of silver, has resulted in a marked increase in our gold production and in the development of our gold resources, and the prospects are that Arizona will soon become a larger gold producer than any other Territory or State. The gold output during the year was $2,080,250; the silver output, $1,700,800; the copper production, 48,270,500 pounds, and the value of our total output for the last eighteen years of these three metals was $101,784,017.

The progress made in agriculture has been most gratifying, and much land has been added to the farming area.

The increase in population, the advancement on moral, educational, and social lines, the general health of the people, and the absence of distress, so prevalent in other sections of our country, have been such as to inspire a spirit of generous gratitude.

POPULATION.

No provision is made by law for the collection of statistics, hence only an approximate estimate can be given of the population. My last report placed it at 65,000, of which, according to the census of 1890, 18,593 were foreign born. Of these 11,334 were Mexican and 1,199

Chinese. The Chinese population, according to the official registration returned last June by the Internal Revenue Department, was 1,362, being an increase of 263. The present population (exclusive of Indians not taxed) may reach 70,000. The increase by immigration has located principally in the agricultural section of the Salt River Valley and the mining region south of Prescott.

The Southern and Western States have contributed the majority of the farmers, while the State of Colorado has furnished the largest quota of the increased mining population.

It is worthy of note that the greater number of the present American population, especially those comprising families, have settled in Arizona during the last fifteen years, and from every State of the Union they have brought with them and planted in this region the most advanced and pronounced American ideas on religious, moral, social, and political questions. In this the citizenship of the Territory presents elements of American thought from all sections of the country, which results in a liberality of opinion seldom found in older communities.

More than 20 per cent of the increased population are native born, as is evidenced by the school census of last year, which shows the number of children of school age to be 16,202.

TAXABLE PROPERTY.

The following tabulated statement shows the class and value of taxable property for 1894 of the Territory, furnished by the Territorial board of equalization, the aggregate value being $27,061,974.96, as against $28,486,183 for 1893; being a depreciation of $1,424,208.04:

County.	Acres of land.	Value.	Value of improvements.	Value of city and town lots.	Value of improvements.
Apache	1,916,049	* $469,100.00	* $466,792.00	$75,279.00	$126,607.00
Cochise	93,521	126,880.50	22,869.50	54,276.25	395,701.50
Coconino	513,751.89	214,707.56	67,190.00	89,571.50	149,920.00
Gila	5,836	101,945.00	21,100.00	29,198.00	74,938.00
Graham	34,570	407,333.97	226,917.00	18,597.00	91,430.00
Maricopa	228,408	3,387,672.50	247,545.00	2,015,032.00	770,445.00
Mohave	557	14,970.20	100,894.50	8,465.00	36,607.00
Pima	183,696	251,740.00	129,938.00	334,006.00	765,114.00
Pinal	39,376.90	247,033.25	76,535.50 † 68,500.00	59,515.75	79,823.00
Yavapai	258,000	299,129.45	160,039.00	230,061.00	412,847.00
Yuma	67,181	308,736.25	14,937.00	89,444.00	62,982.00
Total	3,340,446.79	5,829,248.68	1,603,257.50	3,003,445.50	2,966,404.50

* Includes 111.69 miles railroad, valued at $5,000 a mile. † Patented mines.

County.	Horses.		Stallions.		Mules.		Burros.		Cattle.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
Apache	4,745	$9,407.50			78	$2,035.00			29,741	$227,068.00
Cochise	3,259	53,795.00	21	$1,260.00	296	7,750.00	70	$468.00	43,541	306,867.00
Coconino	5,501	121,260.00			25	1,025.00			42,558	298,302.50
Gila	3,028 2,445	59,285.00 52,932.00			65	1,610.00			50,977	357,407.00
Graham	1,165	43,586.60			249	8,270.00			50,237	351,942.30
Maricopa	5,437	143,522.00			258	7,020.00			20,622	207,516.10
Mohave	1,251	57,061.75			2	50.00			23,691	178,558.50
Pima	4,768	83,862.00			261	6,304.00			60,694	421,162.00
Pinal	2,124	39,369.50			190	4,545.00			21,245	150,242.50
Yavapai	8,481	211,576.00			42	1,650.00			78,141	547,637.00
Yuma	436	9,920.00			108	3,200.00			1,845	17,519.00
Total	42,640	970,242.35	21	1,260.00	1,574	43,459.00	70	468.00	423,292	3,064,221.90

County.	Cows.		Goats.		Hogs.		Sheep.		Asses.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
Apache	.....	.....	288	$288.00	211	$676.56	133,388	$173,681.90	88	$612.50
Cochise	.....	.....	384	768.00	183	549.34	6,435	12,895.00	.....	.....
Coconino	.....	.....	6	12.00	225	939.50	201,449	265,553.20	36	370.50
Gila	.....	.....	167	167.00	130	390.40	2,500	3,900.00	222	1,799.00
Graham	.....	.....	725	775.00	569	1,704.50	27,589	43,157.00	374	4,116.00
Maricopa	.....	.....	.....	.....	3,027	9,055.70	2,849	4,310.00	15	900.00
Mohave	.....	.....	275	275.00	103	380.00	.....	.....	94	486.00
Pima	.....	.....	66	91.00	341	1,189.00	1,620	2,863.00	88	504.00
Pinal	.....	.....	.....	.....	293	879.27	2,619	4,110.61	71	357.00
Yavapai	10	$200.00	1,200	1,850.00	612	1,989.00	19,000	28,500.00	323	3,487.00
Yuma	.....	.....	.....	.....	164	529.00	20	20.00	12	60.00
Total	10	200.00	3,111	4,226.00	5,858	18,282.21	397,469	538,990.71	1,323	12,642.00

County.	Miles of railroad.	Value.	All other property.	Total valuation.
Apache	*111.69	.....	$298,096.00	$1,934,308.40
Cochise	171.67	$1,097,358.20	268,599.50	2,350,037.79
Coconino	116.66	538,300.00	255,193.50	2,002,345.26
Gila	.....	.....	236,085.00	887,324.40
Graham	53.00	144,600.00	217,620.80	1,612,972.17
Maricopa	94.57	605,619.00	766,947.00	8,165,584.30
Mohave	108.076	540,380.00	76,731.00	1,014,858.95
Pima	117.40	739,171.46	655,770.00	3,391,714.46
Pinal	79.79	525,429.58	234,722.39	1,422,563.35
Yavapai	133.85	357,735.00	781,326.00	3,105,476.45
Yuma	80	544,010.38	121,931.80	1,173,289.43
Total	1,066.388	†5,092,603.62	3,913,022.99	27,061,974.96

* Included in land improvements.

† Add $558,450, value of 111.89 miles of railroad in Apache County, included in return of amount of value of land and improvements, $5,092,603.62+$558,450=$5,651,053.62, total value of railroad in Territory.

Assessed valuation, each year, of the counties of Arizona, from 1883 to 1894, inclusive.

Counties.	1883.	1884.	1885.	1886.	1887.	1888.
Apache	$1,663,761.00	$1,083,870.00	$1,422,450.00	$2,854,990.94	$2,601,905.28	$2,569,271.80
Cochise	14,722,823.97	11,856,491.86	10,659,646.35	3,050,882.72	3,392,665.19	2,880,012.85
Gila	1,115,495.68	780,752.70	691,685.00	629,678.50	661,984.29	627,333.00
Graham	575,767.00	1,159,518.09	1,139,267.44	1,242,888.10	2,088,583.73	1,588,090.35
Maricopa	1,934,501.00	2,077,980.00	2,266,772.00	2,342,310.00	3,301,056.35	3,999,418.00
Mohave	1,951,529.00	1,756,753.00	1,854,079.00	1,040,780.87	1,688,656.00	2,238,078.77
Pima	4,896,493.62	5,295,906.72	4,282,114.83	3,449,054.53	4,670,784.39	3,813,009.54
Pinal	1,909,852.72	1,721,583.99	1,693,771.85	1,644,087.44	1,842,465.23	1,814,332.00
Yavapai	6,430,329.82	3,686,077.75	3,906,980.17	6,250,853.65	5,225,648.45	5,619,555.22
Yuma	806,306.20	808,831.95	765,845.80	702,391.80	779,757.20	763,913.79
Total	36,006,860.01	30,227,765.97	28,682,612.44	23,206,918.65	26,193,506.11	25,913,015.23

Counties.	1889.	1890.	1891.	1892.	1893.	1894.
Apache	(*)	$3,710,554.43	$2,634,288.14	$2,220,262.58	$1,087,048.32	$1,934,308.40
Cochise	$3,313,816.48	2,981,719.89	2,981,769.32	2,840,819.12	2,515,607.23	2,350,037.79
Coconino	.....	.....	1,975,975.98	2,190,762.74	2,314,385.69	2,002,345.26
Gila	1,061,263.50	1,183,472.10	1,309,233.20	1,110,036.08	1,023,874.58	887,824.40
Graham	1,557,076.66	1,486,169.99	1,687,797.94	1,654,408.32	1,892,002.60	1,612,972.17
Maricopa	4,844,801.00	5,583,214.30	5,709,864.74	6,238,325.13	7,502,156.53	8,165,584.30
Mohave	3,211,084.25	1,185,537.80	1,147,580.07	1,070,380.45	1,105,005.79	1,014,858.95
Pima	3,840,268.23	3,845,399.56	4,081,279.85	3,994,718.54	3,968,508.10	3,391,714.46
Pinal	1,851,450.58	1,903,401.53	1,967,974.54	1,731,630.56	1,741,967.08	1,422,563.35
Yavapai	6,602,885.29	5,319,426.63	4,034,137.99	3,814,684.66	3,513,840.08	3,105,476.45
Yuma	775,314.16	851,338.50	749,564.51	1,057,134.37	1,020,787.00	1,173,289.43
Total	27,057,467.15	28,050,234.73	28,279,466.28	27,923,162.55	28,486,183.00	27,061,974.96

* No returns.

The above shows a shrinkage in the value of property in the Territory of $1,424,208.04 under the year 1893, and a shrinkage of $8,944,912.05 since 1883.

The following shows the total value of the different classes of taxable property for the following years:

	1893.	1894.		1893.	1894.
Land	$5,198,515.35	$5,829,248.68	Hogs	$19,286.65	$18,282.21
Improvements thereon	1,604,014.00	1,603,257.50	Bulls	3,597.00	.....
City and town lots	2,986,591.40	3,003,445.50	Cows	.....	200.00
Improvements thereon	2,642,682.40	2,966,404.50	Stallions	1,410.00	1,260.00
Cattle	3,742,936.65	3,064,221.90	Burros	335.00	468.00
Sheep	847,463.48	538,990.71	Railroads	5,969,781.26	5,651,053.62
Horses	1,072,378.89	970,242.35	All other property	4,326,998.42	3,913,022.99
Mules	51,050.00	43,459.00			
Asses	13,589.50	12,642.00		28,486,183.00	27,061,974.96
Goats	5,553.00	4,226.00			

It only requires a glance at the foregoing rates of assessment to determine that they are extremely low. It is fair to estimate that not more than one-half of the personal property is assessed, and only a small portion is listed at more than one-half its value, and instead of Arizona's taxable property being placed at a fraction over $27,000,000, it should not be less than $100,000,000. This very low rate of assessment necessarily makes the rates of taxation excessively high, much to the disadvantage of the Territory, as those seeking investments become alarmed with what appears to be a very high rate of taxation.

FINANCIAL CONDITION.

Arizona has a financial record second to no other Territory, and more reliable than many of the States.

Since the date of its organization neither the Territory nor a single county has defaulted in the payment of interest or principal of any legal obligation.

The following statement from Hon. P. J. Cole, Territorial treasurer, shows the financial condition of the Territory:

Statement of the bonded and floating debt of Arizona Territory, June 30, 1894.

Date of issue.	Title of bonds.	Rate.	Amount.	Time
		Per cent.		*Years*
Mar. 1, 1879	Territorial Prison, first issue	10	$15,000.00	1[illegible]
Mar. 1, 1880	Territorial Prison, second issue	10	15,000.00	1[illegible]
Apr. 1, 1879	Gillette and Tiger Wagon Road	10	20,000.00	1[illegible]
Apr. 16, 1879	Florence and Globe Wagon Road	10	10,000.00	1
Apr. 1, 1879	Tucson and Globe Wagon Road	10	10,000.00	1
Aug. 1, 1879	Agua Fria and Verde Wagon Road	10	10,000.00	1[illegible]
Mar. 14, 1881	Yuma and Ehrenberg Wagon Road	10	10,000.00	1[illegible]
July 1, 1885	Insane asylum bonds	7	100,000.00	2[illegible]
Nov. 1, 1885	Wagon road and bridge bonds	8	12,000.00	2[illegible]
May 15, 1885	Gila bridge bonds	8	15,000.00	2[illegible]
Jan. 1, 1887	Arizona University bonds	7	25,000.00	2[illegible]
Jan. 15, 1888	Territorial funding bonds	6	150,000.00	2[illegible]
July 1, 1892	World's Fair bonds	5	30,000.00	2[illegible]
July 15, 1892	Territorial funding bonds	5	1,614,000.00	5[illegible]
			2,036,000.00	
	Floating debt	.....	170,523.60	
	Deduct amount of county and city indebtedness	.....	2,206,523.60	
	Funded	.....	1,331,899.57	
	Net Territorial debt	.....	874,624.03	

While the Territory assumes the payment of all the above debt, the counties and cities pay the interest on their portion of the debt, and the last figures show the actual amount of the debt incurred for Territorial purposes.

BANKS.

There are eight banking institutions operating under the law of the Territory, with a total capital of	$324,450
Surplus and undivided profits	139,093
National banks (5), with a total capital of	400,000
Surplus and undivided profits	87,000
Total capital and surplus	950,54

During the year there has been but one bank failure.

SETTLEMENT OF LANDS.

Arizona comprises two land districts, the Gila and Prescott. The Gila land district (the U. S. land office of which is situated in Tucson) is comprised of the counties of Cochise, Pima, Pinal, and Gila, and portions of Maricopa, Graham, Apache, and Yuma. The line of demarcation between the Gila and Prescott land districts is the first correction line north, or the first standard parallel north of the base line of Arizona, which passes through the confluence of the Gila and Salt rivers, easterly and westerly, commencing on the Colorado, 72 miles in an air line north of Yuma, and runs directly east, passing north of Phœnix, 12 miles south of Wickenberg, and 20 miles north of Globe, and strikes the New Mexican line 42 miles north of Clifton, Ariz. The area of this district comprises 45,318 square miles, or nearly 30,000,000 of acres, exceeding in size the great State of Pennsylvania 318 square miles, or 203,520 acres; but notwithstanding the enormous size of the Gila district, it is less than the Prescott district by 23,000 square miles, or 14,720,000 acres.

The following is a tabulated statement, formulated by the U. S. land office, of land in the respective counties, appropriated and unappropriated, etc.:

The Gila or Tucson land district.

County.	Area in acres unappropriated and unreserved.			Area in acres reserved and disposed of.		
	Surveyed.	Unsurveyed.	Total.	Reserved.	Disposed of.	Total area.
Apache	14,320	27,700	42,020	274,980	.....	317,000
Cochise	1,255,420	2,491,365	3,746,785	130,960	104,255	3,982,000
Gila	50,708	410,000	460,708	745,807	4,985	1,211,500
Graham	688,417	2,194,068	2,882,485	1,100,000	155,515	4,138,000
Maricopa	559,807	3,313,700	3,873,507	193,000	612,493	4,679,000
Pima	1,058,210	5,241,600	6,299,810	256,630	157,560	6,714,000
Pinal	713,360	2,300,000	3,013,360	368,000	93,140	3,474,500
Yuma	513,420	4,174,000	4,692,420	50,000	189,580	4,932,000
Total	4,858,662	20,152,433	25,011,095	3,119,377	1,317,528	29,448,000

Reserved consists of military, Indian reservation, and private land grants; disposed of consists total acreage filed upon; total area is total area of county.

Prescott land district.

Area in acres unappropriated and unreserved.				Area in acres reserved and dis		
County.	Surveyed.	Unsurveyed.	Total.	Reserved.	Disposed of.	To
Apache	3,113,755	1,577,960	4,691,715	6,586,240	1,955,045	1
Coconino	676,350	9,952,150	10,628,500	2,079,770	521,730	1
Mohave	961,760	5,748,112	6,709,872	384,000	42,128	
Yavapai	771,222	3,988,520	4,759,742	92,160	405,096	
Gila	43,800	1,295,600	1,339,400	376,320	2,280	
Maricopa	66,920	1,306,030	1,373,000	.....	2,200	
Yuma	.....	1,193,900	1,193,900	201,600	.....	
Total	5,633,807	24,962,322	30,696,129	9,720,090	2,928,481	4

LANDS ENTERED, ETC.

The amount of land entered in the Tucson or Gila land distr the year approximates 50,000 acres, and final proof of land was during the same period approximating 35,000 acres.

In the Prescott land district the total number of entries wer cash entries, 14; desert land entries, 11; mining entries, 8.

Total number of acres entered under homestead act	12
Total number of acres entered under cash entry	1
Total number of acres entered under desert-land act	1
Total number of acres entered under mining act	
Total entries	16
Total amount of land upon which final action was taken	5
Total amount of land selected by Atlantic and Pacific Railroad, upon which final action has been taken	163

LANDS SURVEYED.

Contracts were entered into through the surveyor-general's of Arizona for the survey of 345,000 acres of land, and there is now ing in the office, contracts for the survey of lands within the At and Pacific grant amounting in the aggregate to 1,033,000 acres, it is anticipated, will be accepted by the Interior Department c the next six months.

RECLAMATION OF LANDS.

The area of land reclaimed to agriculture in the Territory will gate over 650,000 acres, of which about 70,000 has been added the past year, notwithstanding the fact three important irrigating prises were forced to cease construction owing to the unfavorabl dition of the financial market.

These reclaimed lands are principally confined to the valleys Salt and Gila rivers, in the counties of Maricopa, Yuma, Graham, and Pima, in which there are several hundred miles of irrigating of varying capacity used for diverting the water from its natural nels and distributing the same on the lands irrigated.

IRRIGATING ENTERPRISES.

Several important enterprises have been inaugurated, having fo purpose the storage of water or the utilizing of the underflow st which, if carried to completion, will more than quadruple the a land now under cultivation.

It is estimated that under reorganization the Florence Canal and the Coronado Canal will add nearly 500,000 acres to the cultivated districts of the Territory. The development of the Consolidated, Agua Fria Reservior, Rio Verde and Pennsylvania Irrigation Company's canal projects will add largely to the irrigated land in the Salt River Valley. The storage system on Bill Williams Fork and several projected works on the Colorado River will bring under cultivation large tracts in the western part of Arizona.

Several large reservoir sites have been surveyed, showing them to be so located that they might easily be made to impound the drainage of large areas of mountainous country where comparatively heavy rainfall forms torrential streams of insufficient continuity of flow for successful farming operations unless the waters be conserved.

There are also new water developing or storage enterprises inaugurated in the valleys of the Santa Cruz and Upper Gila, as well as in Apache County, on the Little Colorado, all of which mean the reclamation to agriculture of large bodies of very fertile land.

On this subject I commend the following from Prof. Edward M. Boggs, Territorial irrigation engineer, and of the faculty of the University of Arizona:

At the date of taking the census of 1890 there were in the Territory 1,075 farms dependent upon irrigation. The average original cost of water rights was $7.07 per acre. The cost of clearing, grubbing, fencing, leveling, plowing, or otherwise preparing these irrigated farms for cultivation was estimated at $8.60 per acre. These two items, added to the usual Government purchase price of $1.25 per acre, show that the total cost of the land to the original owners was $16.92 per acre.

PRICE OF LAND AND WATER RIGHTS.

The estimated selling price of these lands was $48.68, showing an apparent increase of value, less cost of buildings, of $31.76 per acre. An average of $1.55 per acre per annum was being paid by the farmers for the use of irrigation water, either in the form of cost of operation and maintenance of private works or as assessments or rentals to canal companies. Where transferable, the value of water rights had advanced from the cost of $7.07 to a selling price of $12.58 per acre.

RECENT DEVELOPMENTS.

The period of over four years since the census was taken has witnessed an exceptionally rapid development of the agricultural resources of the Territory. The investment of capital in irrigation works has been heavy; the increase in mileage of canals has been great; a large total area of desert land has been reclaimed; the growth of population has been rapid; the value of agricultural products has arisen enormously. That these are facts is well known, but unfortunately statistics bearing upon these facts are not in existence.

The number of farms stated above comprise less than one-tenth of 1 per cent of the total area of the Territory. Lieut. Wheeler, of the U. S. Geographical Survey, has estimated that 25 per cent of the area of Arizona is irrigable and arable land, whereas only 2 per cent of the area of California and Nevada is of that character.

AREA OF RECLAIMABLE LAND.

It is impossible to even approximately estimate the area of land in Arinona which is actually capable of reclamation. It is limited to the area for which water can be profitably obtained. It seems probable that, vast as are the possibilities for the development and extension of irrigation, there will ultimately remain a considerable area of fertile and otherwise desirable land for which no water supply can be found.

PREHISTORIC WORKS.

Notwithstanding the progress which has been made in the great valleys of the Territory, it is doubtful if there has yet been reclaimed an area equal to that cultivated by the prehistoric inhabitants of this region. The numerous remains of their canals, reservoirs, and structures scattered over a wide extent bear evidence to the extensive cultivation of the soil by an industrious and ingenious people dwelling in permanent settlements.

SURFACE STREAMS.

Except in a few localities the available flow of the natural surface stre been applied already to as large an acreage as it is capable of serving ur present practice. A notable exception to this statement is the Colorad whose practically inexhaustible supply has been merely touched. Improve of diversion, conveyance, and distribution, and studied economy in the me application would result in a largely increased duty of water and a corres addition to the acreage served by the same quantity of water.

FLOOD WATER AND THE UNDERFLOW.

The brightest outlook for the extension of irrigation in this Territory li direction of the utilization of waters now permitted to run to waste as flo underflow. The topography is such as to secure a heavy precipitation of along the high mountain ranges when there may be little or none in the Few of the observations of the Weather Bureau are taken in the regions wl heaviest precipitation is known to occur, and published statistics are misle that they are far below the average. The mean precipitation for the Ter probably much greater than would be supposed from published observatio steep slopes of the mountains cause the loss of most of the run off; each y many times each year, the rivers carry to the sea quantities of water which served and regulated by storage reservoirs, would be sufficient to irrigate f months far more land than has yet been touched by the plow. The means trolling the flow are not wanting. Excellent reservoir sites are known to the Salt, the Upper and Lower Gila, Rio Verde, Aqua Fria, Bill Willia and Hassayampa rivers, and at many places in the valley of the Santa C elsewhere. In a number of instances companies have been formed, and surveys and much preliminary work done toward the development of the prises.

AN ENCOURAGING OUTLOOK.

The financial stringency has interfered seriously with the early compl these great works. Notwithstanding this fact, much progress has been m prospects are generally bright. The dam near Gila Bend has been completed sive contracts have been let out for the construction of the canals and stora voirs of the Rio Verde Canal Company. Work has been carried on at the reservoirs of the South Gila Canal Company and Aqua Fria Irrigation Com

Each of these and other less advanced enterprises commands many thous acres of Government land which is still subject to entry under the forms of eral Land Office. This land, although smooth and fertile and equal to any no cultivation, is practically worthless, except for grazing, until a supply of w irrigation is promised. The advent of water, or even a reasonable hope able to obtain water in the future, causes a rapid rise in values.

TOPOGRAPHICAL SURVEY.

It is evident that a complete topographical survey, or a systematic reconn of the most promising localities, would discover many more reservoir sites known. It is hoped that the hydrographical and topographical work of t Geological Survey will be resumed in the Territory under the appropriation current fiscal year.

But large storage projects require ample capital and much time for their tion; the period of waiting is tedious. Opportunities are not lacking individual efforts may realize large and immediate returns upon the labor an invested. Such are the development of underground waters by means of su dams, open cuts, tunnels, artesian, and other wells. These methods are s often require but moderate outlays. In a number of localities artesian w flowing, and there is justification for the strong hopes entertained that in artesian belts may be opened.

IRRIGATION BY PUMPING.

At first thought, a proposition to pump water for irrigation may seem absur theless it is well worthy of consideration, for where the conditions are fou favorable, water can be pumped for irrigation profitably. Where the s ample, and the lift not too great, a complete pumping plant can be erected per acre not to exceed the usual charges for water rights under canals, annual cost of application will be no greater than the customary annual as

or rental charges of canal companies. In Egypt and India pumps have been used in great numbers, and have been the means of reclaiming millions of acres of land. In America pumping machinery has been brought to a high degree of perfection and the growing demand for irrigation pumps gives ground for the belief that they will prove an important factor in the settlement of the Territory. Several pumping plants on a large scale are now in successful operation. Notable among these are those of the Yuma Water Company, the Yuma Pumping and Irrigation Company, and the Willcox Agricultural and Improvement Company, and several individual owners in the Santa Cruz Valley and at other points. Although steam pumps are preferable, much may be done by means of windmills and horse power; garden patches and other small areas are being profitably irrigated in this manner.

IRRIGATION AND FORESTRY.

The subject of forestry being so intimately connected with that of irrigation, it is not too early to direct attention to the necessity for protecting and improving the forests of the Territory. Were the importance of the subject generally recognized, the rights of the State to conserve the growing forests for the public good would be as stoutly maintained as are the public rights to air, light, and water. Measures directed to the preservation of the forest area need not in any way interfere with legitimate lumbering operations. In all forests the percentage of trees suitable for marketable lumber is small; the wanton destruction of all else should be prevented. An act of Congress authorizes the President, upon petition of the people interested, to set apart suitable portions of the public domain as forest reservations. Several States in the arid region have secured the establishment of a number of these reservations, thus gaining an advantage for the near as well as the distant future.

THE ARID REGION.

In a communication to Congress the Commissioner of the General Land Office estimates the present area of arid lands to be 529,000,000 acres, an empire larger than most of the countries of Europe. This total is divided among the several States and Territories. Arizona is credited with 49,000,000 acres. Of this area it is safe to estimate that 10,000,000 is of a character capable of reclamation to agriculture if the necessary water can be supplied.

During the last few months the discussion of this problem has assumed almost the first place in the public mind of the West, which indicates in a measure its vital importance.

The fact is the public lands of the rain belt are exhausted. The thousands of home-seekers of the Atlantic slope and Middle States are land hungry. The arid region is the last resort. The land without water is valueless. Under irrigation it becomes amazingly productive.

THE IMPORTANT CONSIDERATION.

To bring this land under irrigation, generally, entails large investments of capital. The important consideration is: How can the necessary capital be secured to accomplish the desired result? In my last report the following suggestions were offered: "That the Federal Government cede the arid lands to the Territory or State in which they are located, with such limitations as to their disposal as might be deemed advisable."

The Carey bill, passed at the last session of Congress, meets this suggestion in a measure in this, that it provides that 1,000,000 acres shall be granted to each of the States and Territories free of all charges for surveys, etc., for experimental reclamation, to be disposed of by them in such manner as each shall determine, with the condition that no more than 160 acres shall be conveyed to any one person and other minor conditions, the land to revert to the General Government if not reclaimed and occupied in a given time. This is an important step in

the right direction, and reflects credit upon the author of the bill and the Federal lawmaking power, but the provisions of this bill are not applicable to the Territories until they are admitted to Statehood. This is a grave injustice. Arizona, as a Territory, can legislate for the reclamation of these lands, and when we come into Statehood the Territorial law governing the same would obtain under the State.

SHOULD BE AMENDED.

I would most respectfully recommend and urge that the Carey law be so amended by the next session of Congress that Arizona can avail herself of its beneficent provision at once, and as our Territorial legislature holds its biennial session next February, such legislation can be had as may be deemed necessary touching the same. With these lands under the control of the Territory or State, I have no hesitation in saying that they can and will be reclaimed right speedily, and that without any expense to the Federal Government.

PLANS SUGGESTED.

There are many plans suggested for securing the capital for the construction of reservoirs to supply the necessary water for the reclamation of these lands. The following is worthy of consideration:

That the Territorial or State legislature create irrigation districts, commissioners to be elected by the people of the district to administer the affairs of the district.

That the land officials of the Territory or State be authorized and directed to issue to the district commissioners reservoir-lien bonds against each irrigable quarter section of land lying below said reservoirs, these bonds to be payable at the end of twenty-five years, more or less, and to bear interest at a fixed rate per annum; the bonds to stand as a lien against each quarter section of land and to be assumed by the settler when he shall obtain title to the land; the amount of the bonds to be determined by the estimates of the cost of the reservoir and canal system, and the number of acres of irrigable land to be determined by surveys.

All lands to be sold at not less than double the present minimum price, and the proceeds applied to the payment of the lien bonds on the land.

The annual water rental to be only sufficient to pay the annual expenses of maintaining the system.

The reservoir works to be constructed under the direction of Government engineers.

In support of this proposition the following arguments are adduced With the system there would be no chance for monopoly of either the land or water. The works would be constructed by and for the actual settler, who would receive the full benefit. The Government would incur neither expense nor responsibility.

ANOTHER PLAN.

Another, and perhaps simpler plan, would be "the sale of bonds secured by the land, the bonds to be redeemed by the sale of the land. For illustration, require $1,000,000 to store sufficient water to irrigate 100,000 acres of land, which land under irrigation would readily sell at from $25 to $50 an acre. It would only be sold to bona fide settlers in

small holdings on the installment plan, and the money so realized to be used as a sinking fund for the redemption of the bonds. When redeemed, the water system itself would belong to the Territory or to the land it served, according to the law made to govern the same."

The adoption of either this or a similar policy would create a source of investment so safe, that capital would not hesitate to accept these irrigation securities, and the problem of the reclamation of these arid lands would be solved.

A NATIONAL QUESTION.

The arid-land region comprises an area of more than 500,000,000 acres, which in its present condition is comparatively valueless and uninhabitable, but when reclaimed by irrigation this same land becomes fourfold more productive than the most favored lands in the rain belt. Twenty-five acres under cultivation will give a generous support to an ordinary family; hence one-fifth of this vast area which can be utilized will provide homes for 4,000,000 families. This fact suggests the national importance of this question.

In the reclamation of this land a vast amount of labor must be employed in the construction of reservoirs, waterways, etc.; a greater number than has ever been engaged in railroad building. Arizona alone will require not less than 3,000 men, and sixteen other States and Territories would each require as many more, thus giving employment to more than 50,000 toilers.

Again, the productions of this land would require railroads to distribute the same, and railroad building would follow in the wake, thus giving another source of employment.

This suggests a safety valve for the overcrowded cities of the East, work for their armies of tramps, and the conversion of the surplus energy of the anarchist into breadstuff, instead of destructive bombs.

The arid region offers a practical solution of the surplus-labor problem.

AGRICULTURE.

Nowhere within the limits of the United States is the farmer so bountifully rewarded for his toil as in this favored region of almost perpetual sunshine, which gives from ten to eleven months of growing season in the year. In many of the valleys snow seldom falls and frost is light, and then only occasionally, being confined to not more than three months in the year. The new soil is fat with vitality and when brought under irrigation returns marvelous crops, for this system of farming is "science against chance." Crops are watered only when the conditions demand, instead of waiting on chance rains; hence the cereals ripen to perfection, the grain fills out as plump as an egg, and the yield as a rule reaches the maximum.

ALFALFA.

One of the remarkable products of the soil is alfalfa (French lucerne). This field grass, a perennial, yields under irrigation a product of 4 to 8 tons of hay per acre, yearly; and as it is of the highest fattening value, the result for the growth of cattle or hogs is from two to three times that of any cereal crop. The net profit often reaches $40 per acre under favorable conditions for hay, and when devoted to the growth of stock or seed crop the return is likely to be largely increased.

The results of experiments of the agricultural department of the University of Arizona have been very useful to the agriculturists of the Territory, as so many new and diverse conditions exist without precedent in the older agricultural regions of the country.

HORTICULTURE.

Horticulturists predict that southern Arizona will prove a most prolific fruit-producing region, as it possesses many natural advantages not found in other climes. Chief among these is the early maturity of fruits. Up to the present, the fruit industry has received more attention, followed by more definite results, in the Salt River Valley, Maricopa County, than in any other section of the Territory. Soil, altitude, extremes in temperature, humidity of the atmosphere, character and quantity of the water used in irrigation, and proper periods for irrigation, are all to be studied by those who would be successful in the growth of any single variety. Methods of planting, pruning, and harvesting also differ according to varying conditions.

CITRUS FRUIT BELT.

The citrus fruit belt includes the Lower Gila and Salt River valleys, located principally in Maricopa and Yuma counties. In the growth and marketing of citrus fruits Arizona has an advantage over California, of which she can never be deprived. In California, oranges ripen late in the winter; in the Salt River Valley picking commences in November and is concluded by the middle of December, before any possible danger of damage by frost. This early ripening also has the advantage of bringing the fruit into the market while the high prices of the holiday season prevail, a considerable time before the ripening of the main competing crop.

Here no evil is suffered by the crop from the use of insecticides, there being no insect pests to prey upon them. The absence of these pests is due to the effect of the long, dry, hot summers.

THE ORANGE AND LEMON.

The orange, king of fruits, thrives in the higher sections of the valley as in few other localities of the West. The Washington navel is best adapted to the local conditions, and most of the trees planted here are of this variety. There are now planted in this belt 96,000 orange trees one year of age and over. Of this number 2,500 have come into bearing and the fruit is of the finest description—large and perfectly formed, and possesses a delicious flavor. These points of superiority were recognized by an award of the first class given to the oranges in the Maricopa County exhibit at the Midwinter Fair in San Francisco.

Lemons are grown to a limited extent. Several varieties of the fruit that have matured are of good quality, thin-skinned, and juicy.

DECIDUOUS FRUITS.

The peach, pear, apricot, grape, and others of the more hardy varieties of deciduous fruits give very satisfactory returns in all sections of the Territory.

APRICOTS.

Next to the orange in importance is the apricot, of which fruit about 1,000 acres are now in bearing. The prevailing varieties are the Royal and the Newcastle. Ripe apricots have been picked as early as the 25th of April, while the bulk of the crop ripens in early May. Local conditions are especially favorable for this fruit, light crops being seldom known, and the quality being uniform and of a high grade.

PEACHES.

This last remark is also true of peaches, the delicious flavor of the product being especially noticeable. There are over 500 acres planted to bearing peach trees, and the fruit is constantly maturing from June to Christmas. A large portion of the peach and apricot crops are dried, yet several carloads of the fresh fruit were shipped to eastern points during the past season. A portion of the yield has also been consumed by canneries at Phœnix and Mesa.

PEARS AND APPLES.

Of late, pears have been planted about as extensively as peaches. With the Bartlett and a half dozen other varieties that might be noted production is heavy, and quality, color, and size are all that can be desired. Late contributions to the exhibit of the chamber of commerce in Phœnix averaged 1½ pounds to the pear.

Several varieties of apples, notably the White Winter Pearmain, are grown with success and profit.

ALMONDS.

Almonds have proved a profitable product, the trees thriving under much the same conditions as does the apricot. The paper-shell variety is most extensively cultivated, and yields about as heavily as the hard or medium shell. It brings a much higher price in the market. Improved methods of bleaching have been adopted, and next year heavy shipments of high-grade fruit will be sent eastward. About 500 acres of almonds are under cultivation in the Salt River Valley.

FIGS AND OLIVES.

Figs and olives are found everywhere growing by the roadside and in the house yards as ornamental and shade trees. Of the former there are 400 acres set to orchard in the Salt River Valley.

The White Adriatic and Brown Smyrna drying varieties have been tried, and samples sent abroad have received high commendation. The generous sun and the fertile loamy soil of the Southwest develops the fruit to a degree that renders it little short of a confection and insures its success as a profitable product.

The olive is thrifty and hardy, and there are a few trees in the valley that have come into bearing. These have demonstrated the fact that the tree does best when planted in an upland, well-drained, limestone soil, irrigated but little. In the parks of Phœnix, olive trees are to be seen by the score, their light-green foliage contrasting agreeably with the darker shades of the lawn grass surrounding them.

GRAPE CULTURE.

Grape vines cover an area of fully 4,000 acres, and fully two-thirds of the yield is of raisin grapes, comprising, mainly, the Muscat of Alexandria, the Muscatel, Malaga, Seedless Sultana, and Thompson's Seedless. The table varieties are led by the Lady Downing, the Flame Tokay, Rose of Peru, Black Hamburg, and the ever familiar and popular Mission.

As the wine production is mainly confined to the heavier brands, little attention is paid to wine grapes, a few acres of Zinfandel alone being cultivated for the manufacture of claret. Vineyardists pay particular attention to the production of raisins, and it has been proven by the test of years that the grapes of the Salt River Valley carry fully 30 per cent more saccharine matter than those in the great raisin districts of Spain and California.

Modern methods are now being used in drying and packing, and in the near future the Arizona pack of raisins may be expected to take a front rank throughout the United States. The quality of the seedless raisins is especially admirable, and they find a ready sale at remunerative prices.

SEMITROPICAL FRUITS.

Pomegranates, a delicious novelty to the greater portion of the Union, are grown to such an extent that entire carloads have been shipped to Chicago for market.

Many of the subtropical fruits are grown, though only for ornamental purposes. The date palm, like the fan palm, thrives here, and dates of the true African kind ripen in excellent quality. Pineapples and bananas have also been brought to maturity.

SMALL FRUITS.

Among the small fruits, blackberries and strawberries produce well. Each season thousands of boxes are shipped by express from Phœnix to points as far distant as Texas, the Southwest generally being supplied. The coming of the new railroad from the north will have an excellent effect upon the fruit industry of Arizona. Now the fruits shipped eastward are subjected to a long journey across the heated plains before entering the cooler upland of northern New Mexico. The fruits of California must ever be subjected to a similar hot journey of twenty-four hours across either the Mojave or the Colorado desert, much to the injury of the keeping qualities of the fruit. From next February, however, the fruit-shipper of central Arizona will attach his car of fresh fruit to a train that will within three hours take it into an elevation of 4,000 feet, and thence east without the intervention of a mile of desert travel. The advantage of this can readily be appreciated.

It is believed by those who have best studied this region that the entire Salt and Lower Gila valleys, nearly 2,000,000 acres in extent, will eventually be turned into a gigantic orchard whence will be obtained a vast portion of the fruit supply of the nation. The water can be developed at comparatively little cost for the irrigation of even so great an area, while for soil and climate there is little left to be desired.

THE CROP SEASON OF ARIZONA.

The following extracts from the weekly crop bulletins published by the Weather Bureau office at Tucson during the fiscal year ending June 30, 1894, will serve to show the condition and progress from time

to time of the agricultural and kindred interests during the period mentioned. The conditions mentioned in each bulletin are those prevailing at that time in the principal productive sections.

July 3, 1893.—Grapes and watermelons are being shipped to distant points; apricots about gone; early peaches in abundance. Crops are in fine condition; early corn making good growth; harvesting about over in some sections.

July 10.—So far all fruits have done well; oranges are looking fine, and the trees have made a satisfactory growth; second crop of figs ripening. Third crop of alfalfa light; first two crops very heavy. Everything in the crop line is progressing favorably.

July 17.—Figs appear to have been benefited by the increased moisture in the air. Cattle in fine condition.

July 24.—Grapes of nearly every variety are ripe. The recent rains have been of great benefit, and all kinds of crops are making rapid growth. Fruit ripens well and is of excellent quality.

August 7.—The rivers, reservoirs, and canals contain an abundance of water for irrigation, and the fields and ranges are well moistened. Cattle are fattening rapidly.

August 21.—The prospects for citrus fruits continue propitious; both trees and fruit are presenting a fine appearance. Raisin-curing is in full progress, the crop being the largest and best ever known.

August 28.—Late peaches now ripening; grape packing and curing well begun. The rainy weather has had its full effect in bringing out the feed on the ranges and cattle are in fine condition.

September 4.—As many as 5 crops of alfalfa are reported to have grown from the same land in some of the southern and southwestern districts. Range grass has made wonderful growth during the season, and since the rains ceased it is curing on the ground in excellent condition, so that feed for stock will be abundant during the fall and winter.

September 18.—All the conditions continue especially favorable to the agricultural interests. The harvesting of late alfalfa, raisin-making, and the ripening of citrus fruits are going forward with the promise of gratifying results. The ranges continue to afford abundant forage and the condition of live stock is good, with prospects excellent for the ensuing fall and winter.

April 9.—Reports indicate that the prospects of an excellent fruit crop are good. General farming operations are apparently at a normal stage and are going forward under favorable conditions. The stock ranges in all sections are in fine condition as the effect of the timely recurrence of precipitation during the winter. Live stock have come through the winter in excellent condition.

April 23.—The Yuma correspondent reports strawberries in the market. In Salt River Valley the outlook for fruit of all kinds is good. Orange trees are nearly done blooming, and the fruit is setting well. Almond trees are loaded with nuts nearly full-grown, and the crop will be very large. Mission olives are in bloom; blackberries are in bloom and will give a heavy crop; strawberries are ripe.

April 30.—Cutting of alfalfa hay is in active progress. The grain crop is rapidly maturing; most of it will need no further irrigation; the crop is better than last year. Oranges are as large as marbles and the blossoms all gone; the trees were late in blooming, but have since made up for the delay. Olive trees throughout the Salt River Valley are heavily laden with blossoms.

May 7.—Strawberries have been in the market for several weeks and are still very plentiful; several hundred pounds are daily shipped from Phœnix. Fig trees set out last year, and which have had no water since October, are loaded with fruit. Apricots will be ripe within a few days; the crop is very heavy, and arrangements are made to ship the fruit to the East in large quantities. String beans, green pease, and lettuce are coming into the markets in different sections.

May 14.—Apricots and plums were ripe on the 8th. Fig trees are loaded with fruit. Grapes look fine and promise a big yield. The honey crop is now well under way, and, like all other crops this year, it promises to be phenomenal in quantity and excellent in quality.

May 28.—Hay, grain, and fruit harvests are going on under auspicious conditions in all the principal sections of the Territory. Thrashing has begun in some sections. Canneries and drying factories are busy on apricots; large shipments of the fruit continue to be made daily. Blackberries are in the market, also figs.

June 4.—Harvesting and thrashing are in full progress. Early peaches will be ripe in a few days.

June 11.—Watermelons have been ripe several days, and are now plentiful. Almonds are nearly ripe. Oranges are in fine condition. Peaches are ripe, and becoming plentiful on the fruit stands throughout the Territory. Apricots are in abundance.

June 18.—People are busy harvesting peaches and apricots. Grain is mostly cut

in some sections, and thrashing in full progress. Barley and wheat are yielding well.

June 25.—In the Salt River Valley grain is about all cut and most of it thrashed. Apricot season about passed. Peaches, grapes, figs, and blackberries are in the markets.

PRIVATE LAND CLAIMS.

There has been considerable progress made during the year by the court of private land claims in the hearing and disposing of cases before the court. There are 21 of these claims located in Arizona claiming title from the Spanish Crown or the Mexican Government, namely:

San Rafael, San Ygnacio del Babocomori, San Ignacio de la Canoa, Tumacacori, Calabasas, San José de Sonoita, San Rafael de la Sanja, Aribac, San Juan de las Boquillas y Nogales, Los Nogales de Elias, Otero and House lot, El Sapori, Maria Santisima del Cormenor Buena Vista, El Paso de las Algodones, San Bernardino, Peralta, Agua Prieta, Huebabi, Tes Alamos, San Pedro, Buena Vista.

Of these, the Algodones was determined in favor of the claimant and is now before the U. S. Supreme Court on appeal by the Government; the San Rafael del Valli, Los Nogales de Elias, San José de Sonoita, and San Ygnacio del Babocomori were tried, decision in favor of the Government, and an appeal taken by claimants to the Supreme Court. The remainder of the cases are now before the court and docketed for trial.

Sessions of the land court were held in Tucson, Ariz., December 1893, and March last, when the cases decided were heard and determined. The next term will be held in Tucson, January, 1895, when it is reasonably certain that all cases on the docket will be disposed of. From the present outlook it is more than probable that all of these cases will go to the Supreme Court for final adjudication.

There is no one thing which is more devoutly prayed for by the settlers in the region of these private land claims than an early, final settlement of title, and when it is considered that an area of more than 6,000,000 acres comprises the sum total of these claims, the interest manifested by our people may in a measure be realized. Until a final determination of title is had, the settlement and development of these vast areas of land must remain as at present, unoccupied and unproductive.

I would therefore recommend, in the interest of claimants, home seekers, and the Territory, an early hearing of all these cases which are or may be appealed to the Supreme Court.

RAILROADS AND COMMERCE.

There are now ten railroads being operated in the Territory, as follows:

	Miles.
Southern Pacific, of Arizona	383
Atlantic and Pacific, of Arizona	393
New Mexico and Arizona	87
Arizona and New Mexico	56
Arizona and Southeastern (being extended)	38
Sante Fe, Prescott and Phœnix (being extended)	124
United Verde and Pacific	27
Gila Valley, Globe and Northern (being extended)	41
Maricopa and Phœnix	34
Prescott and Arizona Central (not being operated)	73
Total	1,256

The Southern Pacific passes through the southern part of the Territory, from Yuma on the Colorado River to the eastern boundary of Cochise County, passing through the counties of Yuma, Maricopa, Pinal, Pima, and Cochise.

The Atlantic and Pacific crosses north of the center of the Territory near the thirty-fifth parallel, and passes through the counties of Apache, Yavapai, Coconino, and Mohave.

The New Mexico and Arizona runs from Benson, on the Southern Pacific, in Cochise County, to Nogales, in the same county, on the Mexican line.

The Prescott and Arizona Central runs from Prescott Junction, on the Atlantic and Pacific, to Prescott, and is all in Yavapai County. This road is not being operated, its business having been absorbed by the Santa Fe, Prescott and Phœnix Railroad.

The Maricopa and Phœnix runs from Maricopa, Pinal County, on the Southern Pacific Railroad, to Phœnix, Maricopa County.

The Arizona and Southeastern runs from Bisbee to Fairbanks, and is now being extended to Benson, a distance of 18 miles, where it will connect with the Southern Pacific. This road is run and operated by the Copper Queen Company, and its traffic is largely confined to the business of the company.

The United Verde and Pacific runs from Clear Springs, on the line of the Santa Fe, Prescott and Phœnix, to Jerome (where are situated the famous United Verde copper mines, owned by Hon. W. A. Clark), and was built to handle the mineral product of the district.

The Gila Valley, Globe and Northern is being operated from Bowie Station, on the line of the Southern Pacific Railroad, to Solomonsville, the seat of Graham County, and is being extended to Globe, the mining center of Gila County. The line when completed will be 140 miles in length.

The Santa Fe, Prescott and Phœnix Railroad has been constructed from Ash Fork via Prescott, the former capital of the Territory, to Congress, to which point it is now being operated. It is proposed to extend this line to Phœnix, Florence, Tucson, and Nogales, connecting with the Santa Fe road at the last-named point, and terminating on the Gulf of California at Guaymas, thus connecting this portion of central Arizona with one of the most important ports on the Pacific coast. Work of construction is being rapidly pushed, and the line will certainly reach Phœnix by February 1, 1895, and thereafter it will be extended rapidly southward.

The advantages arising from the construction of this road will be very great, as it will pass through the richest agricultural regions of the Territory, and will be in the immediate vicinity of a continuous series of mining districts.

This will bring about an interchange of home products between the mining and the agricultural districts and northern and southern Arizona, keeping in home circulation a large sum of money which is annually sent to foreign markets for products of the soil which, owing to the lack of transportation facilities, is not now purchased in the Territory.

It is worthy of note that during the last two years railroad building has been at a standstill in other parts of the country; yet not less than four important roads have been undergoing construction in this Territory and nearing completion.

CUSTOMS.

The following is a statement of the business transacted in this district for the fiscal year ending June 30, 1894, at the port of Nogales:

Commodities free of duty	$1,035,200.00
Dutiable commodities	77,694.68
Total importation	1,112,894.68
Duties collected	34,362.10
Exports	433,004.00

For 1893 the imports were:

Commodities free of duty	3,751,805.00
Dutiable commodities	143,735.00
Total importations	3,895,540.00
Duties collected	60,673.71
Decrease of imports for 1894	2,783,147.32
Decrease of duties collected	25,910.61

The reason assigned by the U. S. customs collector for the reduction in the volume of business transacted during the year is due no doubt to the shippers' lack of information as to when the new tariff bill would be enacted.

INTERNAL REVENUE.

The following is a statement of the internal revenue collected in the Territory for the fiscal year:

Special tax	$14,585.5[illegible]
Tobacco stamps	283.5[illegible]
Calls on list	551.1[illegible]
Beer stamps	123.0[illegible]
Spirit stamps	227.2[illegible]
Cigar stamps	405.1[illegible]
Total	16,175.4[illegible]
Collections for fiscal year ending June 30, 1893	22,787.5[illegible]
Collections as above	16,175.4[illegible]
Decrease for 1894	6,612.0[illegible]

SPECIAL-TAX PAYERS.

Statement showing number of special-tax payers in Arizona for the fiscal year ending June 30, 1894:

Retail liquor dealers	672
Wholesale liquor dealers	10
Retail malt dealers	10
Wholesale malt dealers	22
Retail oleomargarine dealers	5
Wholesale oleomargarine dealers	1
Brewers of less than 500 barrels	2
Total	722

Number of Chinese registered in the Territory of Arizona, 1,362.

STOCK INDUSTRY.

shelter stock, nor is it necessary to store feed for winter use. The ranges are well supplied with all varieties of wild grasses, and most of them with an abundance of spring or river water. Cattle, sheep, and horses constitute the range stock, and the methods of handling them are similar to those of other Western States. Round-ups are usually held in the fall and spring when the young stock is branded and the marketable stock gathered.

GRAZING AREAS, EXTENT OF, AND FORAGE GRASSES.

The area of the Territory is nearly 114,000 square miles. Of this vast region it is estimated that 60,000 square miles, or more than one-half, can be utilized for grazing purposes, the balance being either farming land or mountainous. This great pasture field includes an acreage of 38,400,000, almost equal to the whole of New England, but owing to the lack of the proper distribution of water it has not yet been possible to make practical use of large portions of the range.

Every county in the Territory has some grazing lands, but the principal areas are in Pima, Cochise, Apache, Coconino, and Yavapai counties, whose elevation above sea level varies from 2,500 to 3,000 feet.

The range lands of the Territory form one vast plateau out of which rise broken mountain ranges. The whole country is covered with grass, but is comparatively treeless except on the foothills and mountains, which bear forests of live oak with green foliage summer and winter. The wild grass is luxuriant to the summits of many of the high peaks. In the northern portion of the Territory immense pine and cedar forests are found on many of the mountain ranges. While the snowfall on many of these high elevations sometimes reaches several feet in depth, the foothills and plains afford excellent winter pasturage.

FORAGE GRASSES.

Our range grasses are valuable and of great variety. More than 250 species are found within the borders of our Territory. Of this great number many are annuals, which, after the rainy season, cover the northern plateaus and southern mesas with a luxuriant growth of valuable forage. Although short-lived, coming up, maturing, and ripening their seeds within the short period of six or seven weeks, they are valuable food for cattle long after they have withered and dried. Large areas of the Colorado plateau are more or less thickly covered with many species of strong-rooted perennial grasses which remain green the greater portion of the year. These are known among ranchmen as "spear grass," black and white "gramma," "gietta grass" and "deer grass," and are mostly species of Hiliria, Bouteloua, Panicum, and Sporobosus.

Further south stock feed to a great extent upon evergreen and deciduous bushes. The foothills and low mountains are nearly everywhere covered with a thick growth of these bushes, and during a portion of the year produce the principal forage over large areas in south and central Arizona.

As a rule, the grasses of Arizona, more especially the gramma grasses (Bouteloua), have a much higher percentage of nourishment than the more succulent grasses of the East; they cure upon the ground and are the staple food of horses, cattle, and sheep, until the grasses start the following spring.

RANGE INDUSTRIES DURING THE PAST THREE YEARS.

During the years of 1892–'93 the stock industries of Arizona suffered greatly. This was due to several causes: First, the range became overstocked by the large importation of cattle previous to 1890 from other States, and by cattlemen not selling off their older cattle as closely as usual on account of the low prices. Second, during these same years the rainfall was not as large as usual, resulting in a lack of feed and water. These two conditions made it impossible to fatten the 3 and 4 year old steers on the range, as had been the custom, and they were sold at low prices as feeders, to be shipped to other States. This insufficient supply of feed and water reduced the numbers of cattle on some of the ranges from 25 to 50 per cent.

RAINFALL OF PAST YEAR.

The average rainfall throughout the Territory during the past year, as reported by the Weather Bureau, was 0.99 inch per month, or about 12 inches during the year. The principal rains came during the months of July, August, and September, during which time there was a precipitation of 7.64 inches.

PRESENT CONDITION OF THE RANGE.

Reports from every county in the Territory are that the summer rains have been plentiful and the ranges are covered with grass and the springs and rivers are filled with an abundance of water. The cattle crop is exceptionally good, and all range stock is in better condition than it has been for years. Wild hay is being cut on many of the ranges in the southern counties

FORAGE PLANTS ON THE IRRIGATED LANDS.

The chief forage plants of the irrigated lands are alfalfa and barley. Both grow very rapidly and in great quantities. The alfalfa may be fed off, or cut for hay from three to five times a year, according to the amount of irrigation or water furnished it, and produces from 1 to 3 tons per acre to the cutting.

There are many valleys in Arizona in which alfalfa can and will be produced, but at the present time this product is confined to the Salt and Gila River valleys in Maricopa, Graham, and Pinal counties.

QUALITY OF STOCK RAISED ON IRRIGATED LANDS.

Though range stock of the Territory has been greatly improved by importations of blooded stock that have been turned on the range, yet it has been left to the alfalfa stockman to raise thoroughbred or fancy stock of the Territory. This climate has proven so healthful and the alfalfa and other kinds of feed so plentiful and nutritious that the choicest animals of the improved breeds of stock have been brought here. As there are no cold winters, the entire amount of feed consumed is contributed to producing growth and fat. Cattle and horses develop as much size here at 2 years as most climates give at 3.

ARIZONA ALALFA FOR FATTENING RANGE CATTLE.

For several years cattlemen have been shipping their feeders to California, Kansas, and Montana to be fattened for market, but the expense attending shipping materially lessened the profits. During the last few years many cattlemen have found that the Salt and Gila River valleys, in the central part of the Territory, offer better inducements for fattening cattle than the States. Many thousands have been driven to these valleys and fattened for the California markets. No more favorable conditions could be produced for fattening cattle than the warm, dry winter climate and luxuriant alfalfa of the Salt and Gila River valleys. These valleys are now producing alfalfa on about 100,000 acres; more is being planted each year, and is fast becoming the feeding center for the range cattle of the Territory.

BREEDING AND TRAINING FAST HORSES.

Horsemen in southern Arizona track work their horses of all ages during the entire year with impunity, and find the climate during the winter months exceptionally favorable for such work. It rains so little that there is seldom a day in the year in which a track can not be kept in good condition. The climate, though warm, is dry, and the temperature varies so little that animals are not subject to the many pulmonary diseases so common in colder climates. These conditions render it unnecessary to make large investments in buildings for shelter.

There are already many studs of fast horses in Salt River Valley, as well as on the ranges, and more are being brought each year. No doubt in the near future choice stock will be brought here from the North and East to be wintered, where they can be worked instead of housing them up during the chilling weather of colder climes.

The horsemen of the Territory have organized an association for the advancement of this interest in the Territory, called the Arizona Blood Horse Association.

ALFALFA AND SWINE.

Formerly it was thought that alfalfa was of little value as food for swine, and few ranchmen produced even enough pork for their own consumption. Experience has proven that there is no feed that will produce more growth on the hog of any age than alfalfa, and considering its cost there is no more profitable food.

The best results are obtained by feeding on alfalfa until about four or six weeks before marketing, when the swine is finished off, as it is termed, on barley, either the threshed grain or the grain as it is ripening in the field. This finishing-off process hardens the flesh and gives it a finer flavor and better preserving qualities.

Though the accompanying assessment returns give Maricopa County but 3,000 head of hogs, it is thought from present indications that not less than twelve or fifteen stockmen of the county will each market over 1,000 head of fat hogs during this season, at a net value of $5 per head, or a total of $60,000.

Judging from the rapid growth of this industry during the past two years, there is every reason to believe that it will soon result in one of the most important sources of income to alfalfa-growing sections of the Territory.

The number and value of live stock for ten years in Arizona, 1884 to 1894, inclusive, as returned by the Territorial board of equalization for each year since 1884, is as follows:

Cattle.

Counties.	1884.		1885.		1886.		1887.	
	Number.	Value.	Number.	Value	Number.	Value.	Number.	Value.
Apache	(*)	.....	24, 274	$333, 355	38, 461	$485, 784	54, 297	$649, 484
Cochise	33, 605	$415, 865	.....	692, 628	60, 492	708, 886	73, 285	879, 420
Gila	8, 497	160, 881	9, 450	162, 939	15, 970	201, 389	17, 101	205, 528
Graham	17, 167	307, 984	22, 086	339, 629	29, 217	444, 542	37, 089	491, 767
Maricopa	5, 974	98, 740	7, 680	127, 679	9, 586	147, 832	9, 505	124, 237
Mohave	9, 850	147, 765	14, 218	213, 270	15, 556	205, 988	23, 172	281, 808
Pima	80, 000	1, 200, 000	70, 000	885, 000	66, 500	764, 750	83, 234	999, 892
Pinal	21, 513	(†)	28, 383	434, 116	28, 566	335, 696	34, 386	408, 785
Yavapai	64, 008	832, 104	89, 688	1, 030, 512	116, 286	1, 279, 146	131, 259	1, 608, 552
Yuma	2, 066	22, 660	2, 030	19, 097	3, 111	34, 681	3, 510	41, 992
Total	242, 680	3, 185, 999	267, 899	4, 238, 225	383, 745	4, 608, 694	466, 838	5, 691, 467

Counties.	1888.		1889.		1890.		1891.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
Apache	65, 472	$699, 878. 94	(†)	.....	68, 927	$585, 897. 50	74, 132	$630, 112. 00
Cochise	73, 294	769, 587. 00	94, 021	$819, 863. 12	83, 792	691, 041. 42	95, 850	756, 992. 25
Coconino	.....	.....	.....	.....	.....	.....	55, 062	405, 825. 00
Gila	19, 984	201, 196. 00	42, 282	431, 914. 00	49, 733	452, 645. 10	58, 645	496, 470. 45
Graham	45, 541	478, 180. 50	36, 855	375, 180. 00	55, 623	507, 438. 00	66, 730	585, 718. 50
Maricopa	12, 698	167, 893. 00	15, 514	223, 808. 00	23, 843	231, 065. 30	26, 509	254, 350. 95
Mohave	20, 752	254, 212. 00	22, 317	280, 067. 75	24, 020	221, 612. 00	29, 360	252, 155. 00
Pima	94, 734	1, 012, 290. 00	109, 206	952, 961. 50	113, 974	885, 280. 50	121, 377	960, 892. 12
Pinal	31, 460	330. 554. 70	39, 347	401, 432. 00	40, 032	348, 399. 00	48, 565	403, 551. 75
Yavapai	145, 058	1, 710, 323. 00	159, 773	2, 005, 151. 15	172, 627	1, 370, 814. 50	142, 460	1, 205, 057. 70
Yuma	3, 340	35, 411. 00	3, 378	29, 456. 16	3, 445	27, 630. 00	2, 250	19, 461. 60
Total	512, 333	5, 720, 526. 14	522, 747	5, 519, 833. 68	636, 016	5, 321, 823. 32	720, 940	5, 970, 587. 35

Counties.	1892.		1893.		1894.	
	Number.	Value.	Number.	Value.	Number.	Value.
Apache	49, 314	$480, 078. 00	39, 933	$310, 202. 06	29, 741	$227, 068. 00
Cochise	82, 122	647, 075. 00	45, 056	316, 426. 00	43, 841	306, 867. 00
Coconino	58, 428	408, 803. 00	51, 315	398, 081. 07	42, 558	298, 302. 50
Gila	55, 828	451, 630. 00	53, 952	405, 202. 58	50, 977	357, 407. 00
Graham	68, 526	620, 044. 00	64, 800	489, 583. 85	50, 237	351, 942. 30
Maricopa	24, 506	230, 925. 00	22, 974	235, 274. 60	20, 622	207, 316. 10
Mohave	28, 572	210, 096. 00	26, 811	200, 835. 79	23, 691	178, 558. 50
Pima	116, 604	852, 097. 00	49, 599	347, 542. 77	60, 614	421, 162. 00
Pinal	35, 102	254, 747. 00	27, 002	203, 356. 71	21, 245	150, 242. 50
Yavapai	121, 392	853, 562. 00	107, 018	802, 228. 22	78, 141	547, 637. 00
Yuma	3, 815	38, 150. 00	3, 352	34, 203. 00	1, 845	17, 519. 00
Total	644, 209	5 047, 207. 00	491, 812	3, 742, 936. 65	423, 292	3, 064, 221. 90

* No return. † Not valued.

SHIPMENTS OUT OF THE TERRITORY.

The records of the inspectors at the various shipping points in the Territory show that nearly 100,000 head of cattle have been shipped out of the Territory during the past year. These shipments were made to California and Kansas City markets, and to Kansas and Montana as feeders. This is a much less number than was shipped last year, due mainly to the fact that a larger number are being fed in the Territory this year than last.

LIVE-STOCK SANITARY COMMISSION.

Arizona has always been noted for comparative freedom from contagious diseases among her domestic animals. This is due to our healthful climate and stringent sanitary law.

Under this law the governor appoints a live stock sanitary commission, composed of experienced stockmen and a veterinary surgeon, who have supervision of the health of the live stock of the Territory, and who see that proper quarantine regulations are enforced for the prevention of diseased stock entering the Territory. They are also required to have inspected the brands of all cattle and horses shipped or driven from the Territory. This inspection has been made so complete that it has practically done away with stealing by unprincipled men on the range.

COMPARATIVE HEALTH OF THE LIVE STOCK OF THE TERRITORY.

In Arizona live stock of all kinds are exceptionally free from even the common forms of disease so prevalent in the colder regions. The climate is so dry that few disease germs can exist for any length of time, and animals affected with contagious diseases usually present the benign or chronic form.

During the past year the sanitary commission has been more severely taxed than for several years previous, but it was mainly with diseased stock which were affected when they entered the Territory. During the year a herd of 45 Jersey cattle shipped from Missouri were allowed to enter the Territory upon a certificate of health. Soon after their arrival it was discovered that they were affected with tuberculosis, and upon investigation it was found that 25 out of the 45 cows and 14 calves were affected. They were at once destroyed and cremated, and the balance of the herd are still in quarantine.

The commission has caused to be destroyed during the past year some 50 head of horses that were affected with glanders. During former years only a few have been found, and those were usually driven into the Territory while they were affected. In this outbreak the disease had been prevalent in a community for some two years, but was not reported to the commission as it was not supposed to be glanders. The commission and veterinarian have used every possible means to detect every diseased horse in the community, and though this large number was found and many more quarantined, they have practically stamped out the plague.

AID FROM THE U. S. BUREAU OF ANIMAL INDUSTRY.

The sanitary commission and Territorial veterinarian were greatly aided in detecting benign cases of glanders among horses and tuberculosis among cattle by the mallein and tuberculin furnished by the U. S. Bureau of Animal Industry.

MINES AND MINING

Arizona will for years maintain her reputation as a region rich and prolific in gold, silver, copper, and nearly all other known minerals. During the last eighteen years ending December 31, 1893, Arizona gave to the world $101,784,017 worth of gold, silver, and copper.

Although the stringency of the money market and the general depression prevented the development of our gold industry as rapidly

as was anticipated in my last report, the gold output for the fiscal year ending June 30 was $2,080,250, as against $1,002,505 for the previous year. The silver output reached $1,700,800, and the five copper-producing companies which gave an output for the year ending June 30, 1893, of 38,712,507 pounds, returned an output of 48,270,500 pounds for the last fiscal year, being an increased production of 9,557,993 pounds. Arizona ranks third in the production of copper, fifth in the production of gold, and seventh in the production of silver. From the present monthly output of gold it is fair to estimate that the gold product for the twelve months ending December 31, 1894, will go over the $4,000,000 mark, and if development and production continues to increase in the same ratio as during the last six months, it can safely be estimated that the output for 1895 will be $8,000,000 and over. The price of silver during the year has precluded the working of all but very high grade silver mines. Should the price advance to 90 cents or $1 per ounce there would follow a wonderful era of mining prosperity. The depreciation of silver has been followed by the rapid development of our gold resources, and the return of the silver mining industry will give two resources of wealth where we had but one. This will not only double the output of metal but double the mining population and create a demand for thousands seeking employment.

MINERAL RESOURCES.

On the subject of the mineral resources of the Territory the following is a contribution from Dr. Theo. B. Comstock, president of the University of Arizona and director of the School of Mines, and who is an accepted authority on the subject:

The remarkable depression in all branches of business during the past year has affected the development of Arizona's mineral resources very materially. As stated by me in your report of 1893, the silver industry has been practically abandoned for the time being, except in the cases of a few deposits of the richest ores and one or two notable instances of unusually economical management. There is no present outlook for this metal, although as remarked last year, "Arizona's mines in many localities, if understandingly worked, will be able to withstand vicissitudes which would ruin those less favorably situated." It may be safely claimed that, with all the obstacles, there are more possibilities of profit in the mining of silver in Arizona than in other parts of the United States.

GOLD.

Gold is probably the most widely diffused metal in Arizona. Owing to its intimate association with other products, in many instances it has hitherto been too much regarded as an accessory rather than as one of the staple ingredients of our mineral wealth. The decline in the price of silver below a practicable minimum limit has forced attention to the auriferous deposits, resulting in numerous important discoveries of value. It is significant that none of these discoveries have been made outside of areas previously designated as gold belts by geologists. The writer mapped out the tracts in which gold might be reasonably sought as early as 1892, and more recently he has published the basis for his opinions in the Engineering and Mining Journal. The exact relations in positions and origin between these gold-bearing tracts and the system of fault fissures which marks the seat of the silver-lead-copper deposition have only now been freely understood. For an explanation, which may materially aid in the wise selection of properties by careful investment, reference must be made to the series of papers above mentioned. Briefly outlined, there are eight or nine gold bands extending across Arizona from east to west. These are not of uniform width, but vary from 10 to 40 miles, with intervening barren areas usually very much narrower. There are differences in the containing rock, but the relations to the granitic series, even if obscured, are more or less evident upon careful investigation.

The output of gold in the past year has very materially increased. Several large properties have been opened and mills erected which are producing regularly in

addition to the old properties, most of which have equaled or exceeded the output for 1893. In addition, a very large but indeterminate quantity of this metal has been marketed from placers and from small mines opened by prospectors. My own estimate of the product for 1894, from such information as I can gather, would be nearly double that of the preceding year. There is no reason why this amount should not be very largely exceeded annually for a long period to come if the known deposits be worked with vigor.

LEAD.

The amount of lead produced in Arizona in 1893 was about the same as in 1892, but since the beginning of 1894 there has been a marked falling off, owing to the decline in silver. Nearly all of the metal produced in this Territory is argentiferous, and while the base metal may materially assist in the working of silver ores which might otherwise be unprofitable, there is no inducement to work lead-bearing minerals in a period of stagnation in the silver industry. It is impossible to discuss lead independent of silver from an economic standpoint. The two metals are so closely linked in distribution in Arizona, and the metallurgy of both is so clearly affected by the local conditions, that neither industry can be successfully prosecuted by itself. We are remarkably well placed so far as the supply of ores for mixtures and the convenient situation of desirable fluxes are concerned, and whenever, from any cause, a revival shall occur, those who are unfamiliar with our resources have in store for them a genuine surprise. The deposits of galena and silver sulphides are enormous and permanent in character, and only need the stimulus of reasonable profits to bring about a metallurgic industry of gigantic proportions.

COPPER.

Arizona still holds her position as third among the States and Territories in copper production, and in 1893 reached its highest output—44,000,000 pounds of the metal. There has been some falling off in production in 1894, owing to the conditions of the market, but none of the prominent mines have been shut down completely, while important improvements have taken place at several of them, and one large new field is now being developed in the Santa Rita Mountains at Rosemont, 40 miles from Tucson.

The copper belts lie along both sides of great fault lines, extending across the Territory from northwest to southeast. The important centers of Jerome, Copper Basin, Globe, Rosemont, and Bisbee are disposed along the great main fault, running diagonally through the middle of the Territory, Clifton and Morenci being upon a parallel break, while the Ajo, Reward, and Silver Bell mines are nearly in line with another slip to the westward.

The remarkable history of copper production in Arizona has been due to the oxidized character of the ores at the surface and to the excellent management of the properties by their owners, which have enabled them to produce at low cost, notwithstanding the lack of transportation facilities and the distance from sources of fuel supply. The gradual change to the sulphide ores will somewhat affect the metallurgy of this metal, but the prominent mines are making preparations already before the problem has been met in practice, and with the rapidly increasing transportation facilities there can be but little doubt of the retention of the Territory at least in its present rank among producers.

Railroad building has been greater in Arizona during the past year than in any other part of the United States. Bisbee, Globe, and Jerome are about to acquire direct connection by rail with the main lines, and the construction of the Santa Fe extensions through Arizona will bring other districts into closer relations with the transportation routes.

I heartily concur, after most careful investigation, in the following statement, taken from the Mineral Industry, vol. 11, 1893, p. 236:

"Arizona increased her output through the steady growth of capacity, and from no forcing process. This Territory could indeed greatly increase production if the prudent management which controls most of the mines deemed it desirable to do so."

In certain quarters effort has been made to decry additional developments by giving currency to a rumor that the large producing mines control all the available copper deposits of the region. This is not true; as I have repeatedly stated in print, there are several districts as well situated for working, with as valuable deposits, as any now being mined. Some of these have been given a bad name by injudicious management, and others have not been brought to the attention of those who could make them profitable. Arizona suffers in common with other regions from the current belief among the inexperienced that metallurgic work requires only ordinary skill and no particular knowledge of ores and fluxes. Undoubtedly the manipula-

tions in the market are responsible for some of the difficulties which are unforeseen by those who engage in the business of production. But really valuable properties have been handicapped by attempts to work them by the "penny wise pound foolish" policy of employing inferior superintendence in place of thoroughly trained engineering talent.

ZINC.

In some mines in the southeastern portion of the Territory zinc blende occurs abundantly, and in some cases, owing to its mode of deposition, it can readily be separated by hand assorting from its associated minerals. This mineral is not as troublesome as in some other portions of the country, owing to its occurrence in the veins in streaks distinct from other minerals; it will, therefore, at some future time become readily available as the supply for an industry independent of the reduction of the accompanying metals. Little attention is now being given to it.

IRON.

Discoveries are constantly being made of new deposits of iron ores of different grades, and, as explorations continue, the extent of limestone and other appropriate material for fluxes is being greatly enlarged. There is no immediate prospect of the building up of an industry of this character, although there are certain uses to which some of the deposits of volcanic ash and similar material have been assorted by water action and possibly by thermal springs so as to form valuable accumulations of earths of different colors, which are in some cases adapted to use as pigments. There are many important deposits of this class and of limonites, hematites, and magnetites which can be utilized whenever the trade conditions become such as to make the iron-working industry a source of profit in this region.

MANGANESE.

Ores of this metal are abundant, and particularly so in regions where silver and gold ores have been formed largely by secondary action. Comparatively little work has been done upon them as yet, as there has been no special demand for such material in the Territory. Eventually it will become of much importance in the arts.

OTHER MINERALS.

Nickel and cobalt occur in notable quantities in many ores, particularly in the southeastern part of the Territory.

Asbestus in greater or less amounts has been reported from different localities, some of the best coming from the Grand Canyon of the Colorado. Mica is an ingredient of granite, occurring sometimes in very large flakes, but more often abundantly in crystals of sufficient size to be used for the ordinary purposes, not requiring definite sizes. Porcelain clays of different colors and qualities, brick clays, tile clays, and other similar material in great variety are especially abundant. Excellent material for the manufacture of hydraulic cements, natural and artificial, are lying untouched for lack of transportation facilities. Soapstone and allied material will soon be available by the construction of railroads, and a considerable variety of decomposition products similar to kaolin occur in accessible regions. Many of the last-named deposits have been collected for examination by the bureau of mines at the University of Arizona.

Graphite has been discovered in deposits more extensive than those reported last year, and some of the material is pure enough for use as a commercial product. In some cases it is difficult to draw the line between this and anthracite coal, from which it has been locally altered. Further investigation is needed to determine the extent and quality of the most prominent deposits. We have done some work upon this in the school of mines, but final reports are awaiting further development of the mines.

PRECIOUS STONES.

Turquois, which occurs in several localities, has not probably been mined to its fullest extent. Trinkets and articles of jewelry made from this material have been found among Indian relics, and it is fair to presume that better material than has commonly been mined may hereafter be discovered in some of the deposits.

Opals in some localities have been found in sufficient quantity to indicate the possibility of future discoveries of importance.

Agatized wood, the principal supply of which has come from Chalcedony Park, south of Holbrook, is already known as a characteristic Arizona product, which can,

however, be made to yield much greater revenue than has hitherto been obtained from it. Other deposits of possibly less extent are reported from different parts of the Territory. Some of these are liable to assume importance hereafter.

Garnets are a common ingredient of the metamorphic schists over wide areas.

Tourmaline is very abundant in quartz and feldspar in certain of the granite belts crossing the Territory from east to west, particularly in the district northwest of the South Catalina Mountains and at the summit of the Bradshaw Mountains in Yavapai County. Usually this mineral is very brittle and difficult to obtain in distinct crystals, but I have found some choice specimens of large size in the Bradshaw Mountains.

BUILDING MATERIAL.

Arizona is rich in stone suitable for architectural purposes, including limestones of Carboniferous age, which occur in all parts of the region; Cretaceous limestones mostly in the northeastern half of the Territory; red sandstones, perhaps of Triassic age, or possibly of the Permian, outcropping chiefly in the northeastern quarter of the Territory, and many varieties of trachyts and basalt, which are suitable for general or special purposes if properly selected.

Excellent material for the manufacture of lime abounds in all portions of the Territory. Marbles, blue, white, and variegated, are being quarried in many localities, particularly in the region east of Tucson, but they are by no means confined to this particular region. Some of this material is fully equal to the best in the market, and is being manufactured into commercial forms at Tucson and elsewhere.

Some of the porphyries and variegated limestones are especially suitable for decorative purposes.

Clays suitable for the manufacture of brick, fire clays, and similar deposits are very abundant.

ONYX AND ORNAMENTAL STONES.

The interesting deposit of onyx marble, as it is properly termed, at Big Bug, in Yavapai County, is but one of many of its kind which have recently been discovered in Arizona. An outcrop at Cave Rock near the line between Yavapai and Maricopa Counties, several in the Santa Rita Mountains, south of east from Tucson, and others in the Chiricahua Mountains, in Cochise County, are striking examples. This material bids fair to become a very important item in our mineral output within a short time.

A most interesting deposit, or series of deposits, has recently been opened in Yavapai County, 40 miles east of Prescott, on Sycamore Creek. The rock is a drab dolomite, practically a lithographic stone, which is spangled, or decorated, in a remarkable manner with variously colored tracings bearing fanciful resemblances to natural or artificial objects, giving when polished a highly ornamental appearance, but different from that possessed by any material now in the market. This, it would seem, must have a high value as a decorative rock, both from its unique character and the beauty of its appearance.

LITHOGRAPHIC STONE.

Numerous samples of so-called lithographic stone have been received at the bureau of mines, very few of which have been found satisfactory upon careful testing. Those which have been most promising as regards texture have usually not had the requisite structure to enable blocks of the proper size to be prepared from them. Very recently I have examined large specimens, in considerable quantities, from Sycamore Creek, Yavapai County, near Squaw Peak, and have found them to be the nearest approach to the Solenhofen stone in structure, texture, and working qualities of any which has ever come to my notice, and I have had occasion to examine several hundred outcrops in different parts of the United States. I believe that we have at least secured a substitute in this country for the imported rock, which will meet all requirements.

FUEL SUPPLY.

There has been no lack of fuel for mining and living purposes heretofore, but as increased population will make heavier demands upon our resources, it is encouraging to note that the prospects for obtaining eventually a supply of coal in the Territory are reasonably good. The San Carlos field has not been developed on account of its position on an Indian reservation, and the lack of thorough investigation of the geology of the Territory makes it impossible to state exactly where the continuation of this field may be found. There have, however, been important discoveries within the past year in the Chiricahua Mountains and in the neighboring ranges of a superior quality of carbonaceous material, which, in some instances, has been altered nearly to graphite, but which still possesses much of the quality of anthra-

cite coal. Some of this has been successfully burned, and it is probable that further explorations will determine its continuance in positions where it can be worked to better advantage on account of its disconnection from the volcanic outbursts which have modified the deposits in question. This opinion is based partly upon discoveries which have been made in the Whetstone and Santa Rita mountains and elsewhere.

WATER SUPPLY.

The question of underground water supply is directly connected with the geologic structure of the region. Such work as we have been able to do heretofore has been accomplished without funds, and is, therefore, of a character much too incomplete for a detailed report; however, we have progressed in our geologic studies far enough to be able to assert with some confidence that in certain areas the chances for the obtaining of an adequate supply of artesian water are exceedingly good. It is probable that the conditions are such as to naturally divide the Territory into three or four distinct areas, bounded by lines running northwest by southeast across the Territory, one of them through the middle. It will require more detailed investigation to give these deductions a direct practical effect. There is not space here to give the facts, or the conclusions to be drawn from them, but I am pleased to state that our knowledge has increased during the past year to such an extent as to make it reasonably safe to predict the probable future application of artesian waters over a very considerable portion of the arid region in Arizona.

ARIZONA FOREST AND FOREST TREES.

So far as the forests of Arizona are concerned, the Territory may be divided into two widely differing regions, viz, the northern, or plateau region, and southern, or Sonorean region. The northern region, botanically, is very similar to the southern portions of Utah and Colorado. The Colorado plateau covers the major portion of the northern half of Arizona, and has an elevation of from 5,000 to 7,000 feet above sea level, while mountains arising from it reach an elevation nearly twice as great. It is on this plateau—more especially its mountains and a long strip of country where the plateau breaks down to the mesas further south—that our principal forests occur. Our timber area extends without interruption from some miles south of the San Francisco Mountains in a southeasterly direction to New Mexico. These forests are of yellow pine (*Pinus ponderosa*), and are the largest unbroken pine forests in the United States. North of these forests, but separated from them by a broad strip of plateau more or less thickly covered with a growth of oak, nut pine and juniper, are the Grand Canyon forests, which cover hundreds of square miles and as yet are unknown to the woodman's ax.

PINE.

Although the yellow pine is the most abundant and most widely distributed of the forest trees of Arizona, the lumber products of many other species are equally valuable, but on account of their limited areas, or inaccessibility, they have received but little recognition as yet. The slopes of many of our northern mountains are covered with fir, balsam, spruce, and aspen, while forests of cypress are not infrequent in the more southern ranges.

The pines and allied trees being in this latitude, trees of high altitudes are found in southern Arizona only at an elevation above 5,000 feet. At this altitude the forest trees are similar to those on the northern plateau.

EVERGREENS.

At lower elevations on our southern mountains, in the foothills, and along rivers and washes, are a great many species of evergreen and deciduous trees. The most important among them are the mesquite, several species of oak, ash, walnut, cottonwood, desert willow, ironwood, palo verde, acacias, willows, and many others.

THE MESQUITE.

The mesquite is by far the most important of the arid region trees, and has been considered by the most eminent authority on forests and forest trees in this country as the most valuable economic tree in America. It provides fuel over large areas when other trees are meager and scanty. The wood is hard, durable, and takes a high polish. It is valuable for fencing and other similar purposes. The ripened pods contain a high percentage of nourishment, and are of great value as food for stock. All its parts and products are of economic importance, and altogether it has a greater variety of uses than any other of the American trees.

NUMBER OF SPECIES.

Eighty species of forest trees are native to our Territory, a number excelled by but few States in the Union. Many of them are of large size; black oak 14 feet 9 inches in circumference in the Santa Rita Mountains; walnut 12 feet 8 inches in circumference in Galluro Mountains, while many of the pines of the north are 12 to 15 feet in circumference and of considerable height.

LUMBER INDUSTRY.

The lumber industry of Arizona is confined principally to the forest area between Flagstaff and Williams, along the line of the Atlantic and Pacific Railroad. Large mills are in operation at Flagstaff, Chalender, and Williams. A few small mills are located in the southern ranges. Throughout the Territory during the past year something over 25,000,000 feet of yellow pine (*Pinus ponderosa*) has been manufactured into lumber. This lumber, the better grade of which is nearly as valuable as the white pine of the north, is marketed as far east as Albuquerque in New Mexico, south to Mexico, and west to California, where it competes with the forest products of the Pacific coast. Another railway communication will be opened between northern and southern Arizona, and our lumber will find a much more extended market. From the extent of our pine forests it is reasonable to expect that this industry will continue to increase from year to year. Laws have been enacted to aid in preserving our forests from wanton destruction by fire or other causes. A reasonable preservation of our forests is necessary for the future welfare of the Territory, as the population of considerable areas of Arizona will, in future years, depend almost entirely upon the lumber industry.

PUBLIC EDUCATION.

The liberal provision of our school law has laid the foundation for a thorough and progressive school system, and the high salaries paid our teachers has attracted experienced instructors from every part of the country. A roll call of the teachers at the last Territorial Teachers' Association meeting showed a representation from more than twenty States and Territories.

It has often been remarked, by visitors from abroad, that there is less of the dull routine, and more progressive work, in our schools than will be found in many of the schools of the old established States. This is probably due to the assimilation of the best methods of instruction used in the different States. Certain it is that the association of teachers from different sections of the country has a tendency to prevent stagnation in methods of instruction.

NEW SCHOOL BUILDINGS.

The patrons of the schools are generous in providing for their maintenance. During the last two years various districts of the Territory have expended over $100,000 in the erection of new schoolhouses. The greater part of this amount was spent in the small towns and country districts. The school houses are all substantial, are neat in appearance, and stand as creditable monuments to the people who have voluntarily taxed themselves to build them.

NEW SCHOOL BOOKS, ETC.

In July, 1893, the Territorial board of education, after consulting with a committee of teachers of the Territory, adopted a new list of text-books for the use of the schools. In addition, the board succeeded in making contracts with the publishing companies, under which the books are sold to the patrons of the schools at an average of 33 per cent less than they had formerly been paying.

TEACHERS' EXAMINATIONS.

The school law provides for uniform teachers' examinations on the first Monday and Tuesday in March, June, September, and December of each year. These examinations are prepared by the Territorial board of examiners, and are intended to fairly test the qualifications of applicants for teachers' certificates. Last year the standard for a second-grade certificate was raised from 65 to 80 per cent, and for a first grade from 80 to 85 per cent.

One gratifying feature of the examinations during the last year is the number of teachers heretofore holding second-grade certificates, who have successfully passed the test and secured first-grade certificates.

TEACHERS' INSTITUTES.

Annual county teachers' institutes are provided for by law, and in addition to these, a Territorial Teachers' Association has been organized which holds annual meetings.

PROGRESS DURING THE YEAR.

Prof. F. J. Netherton, Territorial superintendent of public instruction, submits the following figures showing the progress made in various departments of school work during the year:

County.	Number of teachers.		Number of school districts.		Number of boys enrolled.		Number of girls enrolled.		Total enrollment.	
	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.	1893.	1894.
Apache	26	33	20	21	554	603	586	579	1,140	1,182
Cochise	30	25	22	18	558	543	487	420	1,075	963
Coconino	8	9	6	6	137	187	130	189	267	376
Gila	18	20	16	17	250	258	187	207	437	465
Graham	25	22	20	21	525	602	449	583	974	1,185
Maricopa	64	67	41	42	1,400	1,643	1,201	1,860	2,601	3,503
Mohave	12	12	12	12	90	88	93	106	183	194
Pinal	9	13	7	8	269	274	278	278	547	552
Pima	35	39	24	25	874	960	681	807	1,555	1,767
Yavapai	39	41	38	37	535	400	501	387	1,036	787
Yuma	9	7	8	6	111	170	71	108	182	278
Total	275	288	214	213	5,333	5,728	4,664	5,524	9,997	11,252

County.	Number of children of school age according to last census.		Average length of school term.		Average salary paid to teachers.	
	1893.	1894.	1893.	1894.	1893.	1894.
			Months.	*Months.*		
Apache	1,506	1,626	6	$5\frac{4}{15}$	$73.25	$71.24
Cochise	1,310	1,312	6	$6\frac{7}{15}$	77.00	80.08
Coconino	504	467	6	$6\frac{2}{3}$	92.50	90.71
Gila	548	507	$6\frac{1}{2}$	5	74.00	64.25
Graham	1,930	2,122	$5\frac{2}{3}$	$5\frac{2}{3}$	73.00	63.20
Maricopa	3,494	3,797	$6\frac{1}{2}$	$6\frac{7}{15}$	81.00	75.81
Mohave	244	277	$8\frac{1}{2}$	$6\frac{1}{2}$	75.80	73.00
Pinal	882	868	$6\frac{2}{3}$	$6\frac{2}{3}$	84.00	80.00
Pima	3,265	3,407	$6\frac{1}{2}$	$5\frac{7}{15}$	78.70	73.41
Yavapai	1,264	1,238	$6\frac{1}{2}$	6	75.00	71.00
Yuma	516	581	.....	$6\frac{3}{15}$	92.50	82.00
Total	15,463	16,202	$6\frac{1}{2}$	$6\frac{1}{2}$	79.77	74.06

County.	Total amount paid in salaries.		Total amount expended, all sources.		Valuation of school property.	
	1893.	1894.	1893.	1894.	1893.	1894.
Apache	$11,653.00	$12,185.50	$17,215.24	$14,950.61	$10,750.00	$11,682.00
Cochise	16,756.00	14,119.00	21,389.24	17,529.30	25,899.99	26,192.00
Coconino	4,733.00	5,551.47	7,325.34	7,168.02	.....	20,535.00
Gila	7,596.00	6,720.00	8,594.74	7,824.85	3,855.00	3,875.00
Graham	9,080.00	8,116.28	11,162.23	10,181.45	13,613.00	13,255.00
Maricopa	27,662.00	34,689.16	61,323.53	45,023.72	132,524.00	168,098.00
Mohave	7,295.00	5,899.52	8,536.34	7,614.33	5,170.00	5,175.00
Pinal	7,782.00	7,403.75	10,132.41	9,171.61	19,276.50	20,290.50
Pima	21,434.50	20,374.75	26,738.61	25,300.45	75,251.00	75,848.82
Yavapai	23,265.41	19,382.55	29,059.91	24,855.98	43,080.00	49,495.00
Yuma	3,354.75	4,104.50	4,332.30	6,419.70	10,750.00	11,000.00
Total	140,716.66	138,546.48	205,810.89	176,040.02	329,419.49	405,446.32

You will observe by these figures that the enrollment in the schools this year exceeded last year's enrollment by 1,255; also, that 18 additional teachers were employed.

SCHOOL POPULATION.

The increase in school population is only 739, thus showing that 516 children attended school during the last year that did not attend during 1893.

The average salary paid to teachers is $74.06 per month, which is $5.71 less than was paid in 1893.

The total amount expended for maintaining the schools during the last year aggregates $176,040.02, or $29,970.87 less than was expended in 1893. This, however, has been due to a more economical administration of the schools and has not lessened their efficiency.

This year the valuation of school property reaches the magnificent sum of $405,446.32, an increase over last year of $76,026.83.

BONDED INDEBTEDNESS OF SCHOOL DISTRICTS.

The following is a statement of the school district bonded indebtedness of the Territory by counties:

Yavapai County.—Amount, $17,000; denomination, $1,000; time—$2,000, five years; $5,000, ten years; $5,000, fifteen years, and $5,000 twenty years; interest, 6 per cent per annum, payable annually.

Maricopa County.—Amount, $65,000; denomination, $13,500, $50[illegible] each, and balance in denominations of $1,000 each; $8,000, ten years [illegible]; balance, twenty years; interest on $30,000 at 6 per cent per annum[illegible], balance at 7 per cent, payable annually.

Coconino County.—Amount, $6,000; time, five years; interest, 7 pe[illegible]r cent, payable annually.

Bonds as follows have been voted, but as yet have not been sold[illegible]: Pima County, at Nogales, $10,000; Coconino County, at Winslo[illegible], $7,500, and at Casa Grande, $3,000.

SECTARIAN SCHOOLS.

There are a number of parochial schools and academies under t[illegible]e auspices of the Catholic Church and other religious bodies, the tot[illegible]al number of pupils of which will reach 750. The cost of maintaini[illegible]g the same is estimated at $7,500 annually.

REFORM SCHOOL.

The last legislature provided for a Territorial reform school. Th[illegible]his institution has been located at Flagstaff, the county seat of Coconin[illegible]o. One hundred and thirty acres have been donated to the school; [illegible] a building is in course of construction, the cost of which is authorize[illegible]ed not to exceed $20,000. The location is most desirable on account [illegible] of the climate, hygienic, social, moral, and religious conditions, and [illegible] is equal to, if not better, than any other location in the Territory.

The school will be ready for occupation on or before January next.

NORMAL SCHOOL.

The normal school, located at Tempe, Maricopa County, is in a flourishing condition. Each year shows a satisfactory increase in the enrollment of students. There were 80 in attendance last year, the largest enrollment since the school was founded.

In 1893 the legislature levied a tax upon the property of the Territory to create a building fund for the erection of a new normal school building. Plans and specifications for this building have been accepted and the work commenced. It is to be a three-story fireproof structure, the first story to be built of brownstone and the second and third stories of pressed brick. The estimated cost of the building is $46,500.

UNIVERSITY OF ARIZONA.

The University of Arizona, established at Tucson in 1885, was formally opened for instruction in October, 1891, since which date it has been in active operation. The first class will be graduated in 1895 from courses of study which are equivalent to those offered by the best Eastern institutions. The growth of the university and its present position of influence and wide usefulness are sources of genuine satisfaction to our citizens. Some important changes have occurred within the last few months which will enable all branches of the institution to make more rapid progress.

MAINTENANCE AND RESOURCES.

The Territory has expended liberal sums in providing necessary buildings and in their maintenance; the salaries of the professors and apparatus in the several departments being largely procured through the general appropriations from Congress under the Morrill and Hatch acts. The land grant devoted for endowment purposes is not available under the Territorial form of government, but the land itself has been located mainly in the best timber belt in Arizona.

The university is organized with departments fully equipped for purposes of education and investigation; besides the work of instruction, most of the faculty engage in practical researches in their own lines as members of the bureau of mines or of the agricultural experiment station.

A beginning has also been made in the Territorial Museum, established recently by the legislature. Already much has been done in the study of the mineral and agricultural resources of the Territory and toward their economic development by these divisions.

BUREAU OF MINES.

In the bureau of mines very complete testing works have been established, in which ores of all kinds are treated by the different processes upon a working scale; numerous minor tests, mineral determinations, assays, and analyses have been made of smaller lots in the metallurgic laboratory.

EXPERIMENT STATIONS.

The agricultural experiment station, more liberally endowed, has become a department of marked value to the Territory, now that its work is wholly restricted to the investigation of questions of public importance. Bulletins are issued at frequent intervals, giving results of experiments carried on in different sections of the Territory. The scope of the work is extensive, and the results to accrue are inestimable in their beneficial effects upon the wide range of industries adapted to this region.

UNIVERSITY FACULTY.

The faculty is composed of men of reputation and experience, and the facilities for instruction have been pronounced by the highest authorities equal to the best. In the school of mines and the department of agriculture, particularly suited to the arid region, the courses established have served as models for other colleges, and students from other States have sought instruction at this university because of its thorough work and the reputation of its professors.

INDIANS.

The condition of the Indians of the various reservations (with the single exception of the Navajoes) during the last year has been more satisfactory and in every way more encouraging than ever before in the history of the Territory.

There are in round numbers 35,000 Indians under the jurisdiction of agencies located in the Territory. With the single exception mentioned, there has not been the slightest complaint made by our citizens. The Indians appear absolutely content, and are making most encouraging progress on the lines of industrial training, the acquisition of property, establishing homes, and adopting methods of civilization which inspires great hope for their future.

These gratifying and hopeful conditions can be and are justly accredited to the efficient and honest administration of the respective agents in the selection of which the appointing power is entitled to congratulations.

THE KID.

This roving Apache outlaw is still at large, notwithstanding there is a reward of $5,000 offered by the Territory for his arrest and conviction. No well-authenticated cases of depredations or murders have been established against "The Kid" during the past year, although several have been attributed to him. His presence has been several times reported on the White Mountain Indian Reservation, but his familiar hiding place is believed to be in the Sierra Madre Mountains of Mexico.

THE CHIRICAHUA INDIANS.

The solution of the Apache Indian problem in Arizona was reached in the removal of Geronimo and his band of Chiricahua Apaches to the Atlantic coast seven years ago. Comparative peace has prevailed among the other Apache tribes ever since. Recently there has been much interest manifested by the citizens of the Territory with reference to the removal of these Indians to Fort Sill, Ind. T., and report has gained credence, which is causing much public concern, that it is the ultimate purpose of the Government to return them to the White Mountain Indian Reservation.

No greater or more fatal mistake could be made by the Government than to return these Indians to Arizona. While there is little or no danger to be apprehended from them while located in the Indian Territory, their return to Arizona would be fraught with great danger. The traditions, history, experience, fancied or real injuries suffered by them and their ancestors, will appear before them in every mountain canyon, valley, and stream. The story printed thereon will be so many

pages of history which they will relate to the young warriors, and thus inflame the spirit of revenge.

There is no power which can restrain the fierce spirit thus rekindled in the presence of the homes and graves of their fathers. As long as they are not permitted to behold the land of their birth and its historic scenes, the traditions of their ancestors, their bloody deeds, their victories and defeats can not be told with effect to the youth who has grown to manhood in other climes.

In the interest of all concerned, I must respectfully appeal to you not to permit the return of these Indians to their native haunts of this Territory. While our people harbor no spirit of hate or revenge against them on account of their wanton murder of hundreds of settlers and the destruction of property, yet, if they are brought within the jurisdiction of our courts, in the interest of justice, peace, and safety, the guilty may be required to answer for the murders they have committed.

THE NAVAJOES AND THE MOQUIS.

There are about 20,000 Navajo and 2,099 Moqui Indians. They are located in the vicinity of and on their reservations in the northeastern portion of the Territory. The Moquis are at peace with all mankind, but the Navajoes have for years been creating much friction with the stockmen of Apache County, and some of the farmers of Coconino County in the vicinity of Tuba City. It is estimated that there are from 5,000 to 7,000 Navajoes off the reservation, also much of their stock, which interferes with the rights of Arizona stockmen and farmers. More than once recently serious results were feared.

THE CAUSE.

It appears that in the vicinity of Tuba City very unsatisfactory conditions exist. The farmers have reclaimed lands to agriculture, some of which is claimed by the Indians, who frequently destroy irrigating canals and drive their stock into the fields of the ranchers.

Some months ago the district court of Coconino County issued an injunction restraining these Indians from interfering with or molesting these ranches, but the attempt to enforce the order has been met by armed resistance from the Indians, and to avert bloodshed and most probably a bloody war the officers of the law desisted from enforcing the mandates of the court.

INDIAN LAND TITLES.

In this connection I would call your attention to the fact that some months ago an allotting agent appeared upon the ground and made or pretended to make allotments of land to these Indians, and they were informed that their rights were secure and to insist on holding the lands allotted to them.

These Indians now stand in contempt of the court for disobeying its restraining orders. The allotments made by the aforesaid agent have not, as I am informed, been acted upon by the Interior Department. In the interest of peace and to avoid further friction I would most respectfully urge that the rights of the citizens near Tuba City be determined as early as practicable, as they have lost much by the destruction of crops and interference with their water rights from these Indians.

THE WATER SUPPLY.

The primary cause of the trouble is the lack of water on the Navajo Reservation. This deficiency, however, will soon be remedied, as the liberal appropriation made by the Government for the development and storage of water on the reservation will, it is confidently believed, supply more than enough for all the Indians and their stock.

As soon as this is done every Navajo should be compelled to go on the reservation and remain there.

To this end I would recommend that the south and west boundary line of the reservation be surveyed and distinct permanent monuments established, that there may be no misunderstanding as to the rights of the Indians and the stockmen.

As a means of precaution I would also recommend that a company of U. S. cavalry be stationed in the neighborhood of Keams Canyon, as the Navajoes have a decent respect for the U. S. Army, and the presence of troops would allay all friction and check the present aggressions of the Indians.

I submit herewith a report, furnished at my request by Lieut. E. H. Plummer, acting agent of these Indians:

THE MOQUIS.

The Moquis number 2,029; 1,075 males and 954 females. They live in villages, situated on three high mesas, cultivating farms and orchards in the valleys. They are very provident, and keep a year's supply of grain stored in their cellars.

The Department is endeavoring to induce them to abandon their overcrowded mesa houses and build in the valleys. If they will erect the walls of a house of stone or adobe the Department will have the building roofed and finished. Fifteen such houses were built during the past year.

There is a school for Indian children at Keams Canyon, about 12 miles east of the most easterly of the Moqui villages. The attendance at this school during the past year was about 90; 16 being Navajoes, the remainder Moquis. There are day schools at two of the mesas, with an attendance of about 30 each.

At the industrial or boarding school at Keams Canyon there is a superintendent, three teachers, a matron, doctor, seamstress, cook, laundress, and industrial teacher. At the day school at Oreiba village there is a teacher and an assistant. The day school at the other mesa is in charge of a field matron.

CONDITION OF THE NAVAJOES.

The Navajoes number about 20,000. They are scattered over New Mexico and Arizona for 100 miles or more in every direction from their reservation. They have been allowed to remain off their reservation on account of the lack in the natural condition of the reservation of sufficient farming lands and grazing grounds for their herds. Appropriation has been made for the development of the water on the reservation, with the ultimate view of returning all of the tribe to the reservation. The work is now in progress, and when completed there will be sufficient land under ditch to support five times more than the present number of the tribe. The work is progressing very slowly, however, and steps should be taken to urge its rapid completion, that the citizens of Arizona and New Mexico may be relieved of the burden imposed upon them by being compelled to assist in supporting, to the great detriment of their interests as well as to their pockets, a large number of Navajoes who live chiefly off of the cattle of the settlers.

FARMING.

Owing to the low price of wool, their main dependence, the Navajoes are turning their attention to farming. If properly assisted to get their land in condition and shown how to plant and reap crops they would rapidly develop into farmers. To this end there should be from eight to ten farmers on this reservation, each equipped with wagons, teams, plows, and harrows—these men to be selected from residents of the adjoining States and Territories, reliable and practical men, who have the best interests of their States or Territories at heart, and who are familiar with the conditions of farming in this climate by irrigation.

THE SCHOOL.

There is a boarding school at this agency for Indian children. The attendance last year reached 206. This is an increase of more than 100 per cent over any prior years. It is estimated that there must be about 4,000 children of school age in the tribe. If the school here were suitably equipped and the means for maintaining such a school provided, making it as attractive as nonreservation schools are made, there is little doubt that there could be an enrollment of from 500 to 1,000 pupils in a very short time.

NOT SELF-SUPPORTING.

The theory that the Navajoes are self-supporting may have been approximately correct years ago, but to anyone familiar with their present condition and their large dependence for support on the cattle of the white settlers adjoining the reservation it would never occur to consider them self-supporting. This theory has undoubtedly prevented them from receiving in time the assistance they need so much. If properly and judiciously assisted, there is no doubt that they would soon become self-supporting and relieve the citizens of the adjoining States, especially of Arizona and New Mexico, of a most unjust taxation.

The employé force of the agency boarding school consists of 1 superintendent, 4 teachers, 3 matrons, a seamstress, disciplinarian, tailor, industrial teacher, cook, shoemaker, carpenter, and laundress.

THE APACHES.

These Indians are located on the White Mountain Indian Reservation, and are made up of several tribes. They number 4,559. The Apaches are steadily improving and seem well satisfied at present. No complaint during the year has been made by citizens against them, and they seem to be under good control.

Education is most encouraging. There are 2 boarding schools, 4 teachers, 125 pupils in attendance last year, while 250 pupils are away at school.

Good progress has been made in farming; water is well handled despite the scarcity, and the farms look well. Thirty-nine hundred acres are cultivated, with 18 ditches. There were produced 9,970 bushels of wheat, 12,080 bushels of barley, and corn estimated at 12,000 bushels. The tribe has 4,600 horses and ponies, 490 mules and burros, 3,000 head of cattle, and 80 head of sheep.

THE MOHAVE INDIANS.

The Mohave Indians are located in the Colorado River Valley on the western border of Arizona. This tribe has made good progress during the year.

Water for irrigation purposes is furnished by pumping the same out of the Colorado River with steam irrigating pumps. There is always an abundance of water for irrigating purposes, but on account of the present irrigating facilities being inadequate to furnish the supply of water necessary, there is not much benefit derived from irrigation on this reservation.

The following statistical information concerning this tribe may be accepted as officially correct:

Number of Indians on reservation	685
Number of schools	1
Number of teachers and other employés	11
Number of Indian pupils	68
Number of acres of land under cultivation	136
Number of irrigating ditches (with laterals)	1

Amount of grain and other products of the soil during the year is as follows:

Wheat	bushels..	
Corn	do....	
Potatoes	do....	
Onions	do....	
Beans	do....	
Tons of hay		
Number of melons		20,
Number of pumpkins		6,

Quantity of stock owned by the Indians is as follows:

Number of horses	
Number of mules	
Number of burros	
Number of cattle	
Number of domestic fowls	2,

PIMAS, PAPAGOES, AND MARICOPAS.

These three tribes, numbering in all about 7,500 persons, are ur the supervision of the Sacaton Agency, which is located in Pinal Cou about 40 miles southeast of Phœnix. This agency has jurisdiction c four reservations inhabited by the above-named tribes. The San Xa Reservation is located in Pima County, nine miles south of Tucson, is inhabited by the Papagoes. The Sacaton Agency in Pinal Cou and the Gila and Salt River reservations in Maricopa County (the two being very sparsely populated) are inhabited by the Pimas Maricopas.

HABITS AND CUSTOMS.

The habits and customs of these tribes are very similar; in fact t have lived together and intermarried until many of them can not b of belonging to either tribe. They have ever been friendly to whites, are good-natured, and are disposed to adopt the customs of whites and accept the teachings of civilization.

SCARCITY OF WATER.

During the last year, since the settlement of the lands on the (above the reservation and the diversion of the water on new lands, Sacaton Indians have been much troubled on account of a scarcit water. The result was light crops. In fact the failure was so seri as to necessitate Government aid to prevent starvation among ther On the other reservations water was more plentiful and good c generally prevailed.

FARMING.

Their farm products consist of wheat, barley, beans, pumpkins, c etc. A sufficient quantity of these for the winter's food are stored in fall, and any surplus is traded to the whites for fresh fruits, impleme and articles of wearing apparel. Last year the products of these dian farms were, in round numbers, as follows:

Wheat	bushels..	5
Barley	do....	2

And many thousand melons and large quantities of vegetables o kinds. They also possess about 2,500 head of cattle, 1,500 hea ponies, and a large number of sheep and hogs.

Each year witnesses a marked improvement in the methods of tilling the soil, as well as in their manner of living and style of dress.

Many have adorned their farms with fairly comfortable adobe and lumber houses and furnished them with modern articles of furniture.

RELIGION.

The Presbyterian Board of Home Missions has carried on a systematic missionary campaign among these tribes for the last twenty-four years, and several churches have been erected through their efforts.

LAW AND ORDER.

A due respect for law and order prevails on all these reservations.

The results of the Government's efforts to educate and civilize these tribes are becoming more and more apparent, and the Indians themselves are showing appreciation of the interest taken in their welfare.

INDIAN EDUCATION IN THE TERRITORY.

Very favorable results have been obtained in the work of education. About 1,600 pupils have been enrolled as against 1,100 last year. In point of numbers the four leading schools of the Territory are:

Sacaton (Pima Agency), enrollment 163, average attendance not given; Phœnix, enrollment 170, average attendance 132; Fort Defiance (Navajo Agency), enrollment 206, average attendance not given; Tucson enrollment 210, average attendance 185.

Each of these schools had an increase over the previous year. In the three schools of Sacaton, Phœnix, and Tucson this gain amounted to 25 per cent, while at Fort Defiance it was 100 per cent. Three also, Tucson, Fort Defiance, and Sacaton, were very much overcrowded, and all turned away many pupils desiring to enter.

A complete and rapid revolution has been effected among the Navajoes. Very recently it was with the utmost difficulty that pupils were secured for school; now the reservation boarding school does not provide accommodations for one-third of the pupils who might be obtained.

It is to be noticed that the increase in attendance has been chiefly in the schools within the bounds of the Territory. Though every possible effort has been put forth to secure pupils, it is doubtful whether there are as many children enrolled outside the Territory as at this time last year.

The scramble for scholars for distant schools is leading to abuses that may well engage the attention of the educational department of the Office of Indian Affairs. The methods resorted to in securing pupils are by no means edifying, and the result is still less gratifying. Take a specimen case: J. O. was entered at Albuquerque some twelve or thirteen years since. There he spent three or four years and was returned to the reservation. He has since been in attendance at Sacaton and at Phœnix, and has sought repeatedly for admission at Tucson. The last move was to enter him in the normal department of the school at Santa Fe. Anything spent on him beyond four or five years is a waste of time and money.

The great majority of well-behaved, promising Indian pupils, after five or six years in school, prefer to marry and settle down on the reservation to work out whatever salvation there may be for them. These loafers and hangers-on are ready for anything that promises them

maintenance without toil, and it is from this class that the remote schools are more and more receiving their supply of pupils.

Our Arizona Indians must be educated for the simplest kind of agricultural life. The ever-present problem is for daily food. This they will get in cultivating the soil, raising fruit, and caring for flocks and herds. Of all the Pima and Papago Indians who have learned trades in schools, not one who has returned to the reservation has done anything at one of these trades except that of carpentering. How long do we propose to ignore this fact? The harness-maker, shoemaker, and tailor goes right to his little field or gets into the saddle and is out on the range. He must have bread, and in this way alone he can get it. The absurd spectacle is witnessed at Albuquerque, N. Mex., in which school a large number of Indians have been and are being trained, of a school with nearly 300 children and not a pretense at agriculture.

The hope of the Indian work is not the number of school teachers, or physicians, and so on, who can be raised up, but the number of boys and girls who can be given a simple training extending over a period of half a dozen years, and then married and put to work building up a little home by farming, fruit-raising, and the care of cattle and sheep.

Many of the boys and girls have accepted work on farms, when it could be obtained, the former as laborers and the latter as domestics, and have given general satisfaction. The pupils of the Phœnix school alone have already earned nearly $3,000 in this way. They are careful with the money thus earned, and take pride in exhibiting their bank-books after having deposited the money in bank. The boys readily adapt themselves to the work of the farm, and the girls are apt scholars in all classes of work necessary to make them neat and efficient housekeepers.

Says Rev. Howard Billman, superintendent of the Indian Industrial Mission School at Tucson:

> In Arizona we can all give a good account of our school work. The schools are crowded and the results are most gratifying. What we need here is not finer schools nor a greater variety of industries in connection with those we already have, but either larger schools or more of them—schools with big farms and good strong ranch teams. Let us have alfalfa and barley fields, orchards and vineyards, where practicable, cultivated on as wide a scale as possible.
>
> But it is not in connection with school work at all that the "shoe pinches." The "rub" comes after the children get out of school. The pupils in attendance at the Tucson school have been clamoring, for years, for some land that can be cultivated. Last June some 20 or 25 strong fellows and willing to work came to me as we were closing for the summer with a request to obtain work for them. There was nothing for them in the Papago country.
>
> Why is it that year after year these boys are kept in enforced idleness while the two reservations, the one on Salt River and the other at Gila Bend, are withheld from them? Educated or uneducated, a man must have bread. In my judgment there is no other matter of such vital importance at the present time in connection with the matter of education as that of securing a place where these returning pupils may obtain their bread by honest toil. It is idle to talk about their finding employment with others. There are hundreds of thousands of American workmen clamoring for every available place. Give them a piece of land where they can get water and they will take care of themselves. Otherwise we are training up a generation of prostitutes, rouges, and cattle thieves.

ALLOTMENT OF LANDS IN SEVERALTY.

It is apparent that the progress of the Indian from his present condition must be largely achieved through industrial training, and this must be on the natural line of development. First, pastoral or stock-raising, and then agriculture.

It is a noticeable fact that as soon as an Indian becomes possessed of stock or land he shows an increased respect for law, more especially when he learns that the law protects him in his rights.

The policy of furnishing Indians with stock and allotting to them lands in severalty upon which they can establish homes and become individually interested in the cultivation and improvement of the same, is the most practical suggested.

I desire to call particular attention to the importance of encouraging the breaking up of tribal relations by aiding the younger Indians to take up lands in severalty under the allotment policy.

There are now more than 1,500 Arizona Indian boys and girls in schools under industrial training, many of whom have already a practical knowledge of modern farming. To allow them to return to the reservation after graduating in these schools, to fall into the lazy, worthless habits of the old Indians is all wrong, for they soon lapse into the prevailing habits of their former associates, and the work of the school is lost.

These young Indians should not be returned to the reservation, but should be set up in business for themselves so as to become self-supporting, industrial, and tax-paying factors of the Territory.

HOW THIS CAN BE ACCOMPLISHED.

To carry out this suggestion I would call attention to the fact that the Salt River Indian Reservation, which contains an area of 41,000 acres, is located about 25 miles from the Gila Reservation. Abundance of water can be had for irrigating practically all of the lands. The Gila Bend Reservation, located about 60 miles west of the Gila River Reservation, contains 23,000 acres. There can also be had abundance of water for these lands, of which there is not 20 acres under cultivation.

I would recommend that the lands of these two reservations be set apart for allotment to the young Indians who have been instructed in farming in our Indian industrial schools who, instead of being returned from school to their old reservations, be given 10 or 20 acres of land thus allotted to them, which would at once put it in their power to become self-sustaining.

The lands of the Gila Bend Reservation are to-day practically valueless, and all save a few acres of the Salt River Reservation is idle. Many of the Indian boys want land to engage in farming for themselves.

This plan is plain, practicable, and easy to accomplish.

U. S. TROOPS AND MILITARY POSTS.

There are six military posts in the Territory: Fort Huachua, Fort Bowie, Fort Grant, in southern Arizona; San Carlos and Fort Apache, on the White Mountain Indian Reservation, and Fort Whipple, in the northwestern section of the Territory.

Notwithstanding the disposition to withdraw the troops from Arizona, I believe the policy to be unwise as long as there are more than 35,000 semicivilized Indians in the Territory as wards of the Government. The presence of a strong military force is necessary to insure discipline among many of these Indians, as well as to secure the safety of the people and prevent encroachments of both Indians and whites upon the rights of each other.

SAN CARLOS.

The repeated efforts made to draw the troops from San Carlos should not be tolerated by the Government, as the presence of a strong force at that agency is absolutely necessary, if for no other reason than to prevent the sale of intoxicating drinks to Indians, and to prevent these Indians from making tiswin (Indian whisky). Intoxicating drinks have been the cause of every Indian outbreak which has occurred on the White Mountain Indian Reservation since its establishment. The perfect discipline maintained by the U. S. Army since stationed at San Carlos has prevented the presence of whisky and other strong drink on the reservation. The withdrawal of the troops, I am convinced, will be followed by most serious consequences.

ANOTHER DANGER.

But this is not the only source of danger. The Silver Belt, published at Globe City, on the border of the reservation, voices an opinion which ought to be treated with consideration, as it gives cogent reasons for its prediction. It says:

The effect upon the agency Indians of the abandonment of San Carlos as a military post and the discharge of Indian scouts is not realized by citizens generally, having no knowledge of the business of the post. Heretofore the Indians have furnished nearly all the fuel wood, hay, and barley consumed by the military, besides finding a market for the various other products of their farms and articles of Indian manufacture. To particularize, the Indians have supplied the post yearly with about:

1,300 cords of wood, at $6	$7,800
400 tons of hay, at $15	6,000
400,000 pounds of barley, at $1.25	5,000
In addition, 30 scouts have drawn $25 each per month	9,000
Total revenue from supplies furnished and pay of scouts	27,800

The scouts have also drawn regular soldiers' rations. The Indians have sold to the officers and soldiers their fabrications, such as hair chains, bridles, quirts, buckskin articles, moccasins, tobacco pouches, and beaded work; also Indian baskets in large quantities, and corn, melons, and peaches. A considerable revenue was derived from the sale of these articles, and the money expended for the staple articles of food and clothing. Nevertheless, we are told that the Indians have suffered for the necessaries of life and the majority have had to go hungry several days of each week. What will they do when this traffic is suspended and the rations doled out to them sufficient only for two or three days out of seven?

These are the plain, unvarnished facts, and form a real basis for the apprehension felt by citizens in regard to the declared policy of the War Department. The winter is approaching, and the Indians will be without adequate food and clothing for their bodily sustenance and comfort, and, as self-preservation is the first law of nature, rather than starve they will steal. The slaughter of citizens' cattle running on and near the reservation will partially supply their wants, and the removal of the restraint and fear of detection occasioned by the presence of troops and employment of scouts will encourage them to the commission of further crimes. We have repeatedly alluded to the additional danger to the lives and property of citizens through the expected return of the Chiricahua Indians from Alabama, and who have already reached the Indian Territory on their way hither. The situation is grave and demands prompt and vigorous action by the people of Arizona and the Territorial administration to endeavor to dissuade the Federal authorities from carrying out a policy fraught with so much danger to the peace of Arizona.

SAN CARLOS COAL FIELDS.

One of the most important and far-reaching needs of southern Arizona is that of fuel. This region is sparsely timbered, and the only coal thus far discovered is located on the White Mountain Indian Reservation, known as the Deer Creek or San Carlos coal fields. Since

the discovery of these coal fields there have been repeated efforts made to have the same segregated and thrown open to development and use, but without avail.

June 20, I addressed the following communication to your Department on this subject:

PHŒNIX, ARIZ., *June 20, 1894.*

Hon. HOKE SMITH,
Secretary of the Interior, Washington, D. C.:

SIR: I deem it my duty to call your attention to the subject of the "San Carlos coal fields" located in the southwestern corner of the White Mountain Indian Reservation, of this Territory.

These coal fields were discovered, and considerable development made about ten years ago; shortly thereafter it was ascertained that the coal deposits were within the boundary lines of the White Mountain Indian Reservation, and as a result all miners and claimants were excluded therefrom and development ceased.

For several years efforts have been made to have these coal lands segregated and opened to the public for occupancy and development.

During the last ten years the respective chief executives of Arizona in their annual reports to the Secretary of the Interior, have made recommendations touching this subject. Several of the legislative assemblies of Arizona, during the same period, have memorialized Congress and the Secretary of the Interior on the importance of the same.

I transmit herewith copies of the memorials of the thirteenth, sixteenth, and seventeenth legislative assemblies for your information.

I call your attention to the fact that this is the only coal deposit in southern Arizona within a radius of nearly 300 miles south, east, and west.

It should also be noted that the coal is of no present benefit to the Indians, and if opened to the public would be the means of creating and fostering important industrial interests.

On behalf of the Indians interested, the people of southern Arizona, and the general welfare I ask an early consideration of this matter.

Thus far I have not been informed that final action has been taken by the Department. I therefore take this means of again urging early and favorable action touching the same.

CLIMATE—ITS HEALTH-RESTORATIVE CONDITIONS, ETC.

The climatic resources of Arizona are among its highest claims, especially to those seeking restoration or preservation of health. Persons threatened with or suffering from throat, lung, or other respiratory afflictions find here great relief, and often permanent recovery. Hence, Arizona has of late become the paradise of the "health prospector."

Herewith I present the views of Dr. Scott Helm, surgeon-general of Arizona, on the subject:

The climatic conditions existing in Arizona are of so varied and peculiar a character that there is probably no geographical division of the United States better circumstanced, especially with reference to its influence on rheumatic and malarial conditions, abnormal state of the nervous organization, and diseases of the respiratory organs. The meteorological requirements to best meet these disorders are a dry atmosphere, equable temperature, and sunshiny days, freedom from fogs and sudden changes in the thermometer and barometric pressure. This, accompanied by an opportunity to obtain almost any elevation which the diseased conditions may indicate, are to be obtained in this Territory.

In this connection, the meteorological summary for the twelve months ending with June 30, 1894, compiled from the records of an average of forty stations of observation situated in different parts of the Territory, furnishes some interesting figures. The highest mean temperature for the year was July, at 82.3°, the lowest being in January, at 47.2°, the mean temperature for the year being 61°. The mean maximum temperature was 79.90°; the mean minimum, 47°. The average precipitation at these stations per month was 0.99 inch.

Over 60 per cent of the days were absolutely clear. In other words, there were two hundred and twenty-nine cloudless days, eighty-four partly cloudy days, sixty-six cloudy days, and thirty-eight days when in some portion of the Territory there was a precipitation of 0.01 inch or more.

The altitudes of various cities of importance are as follow:

Phœnix, 1,100 feet; Tucson, 2,500 feet; Prescott, 4,500 feet; Flagstaff, 8,000, and Yu 54 feet. It may be seen, therefore, that almost any elevation may be obtained may be desired to meet the conditions existing. It is a well-established fact an physicians and climatologists that many of these cases demand very varied roundings.

The one thing probably greater than any other for which this climate is becoı noted, is its curative influence on broncho-pulmonary diseases. Affections of respiratory organs, particularly of the throat and lungs, are most frequently bene by residence in this climate. The consumptive finds here real relief from rigors of a northern winter with its accompanying changes, dampness and s The system of him already impoverished with this disease is here no longer c upon to expend its reserve powers to withstand these forces of nature. As already been shown there are few days when he can not enjoy the warmth and shine out of doors, and he soon finds that improvement marked by diminished cc lowered temperature, decreased expectoration, and a general increase in body w which lends courage to his previously faltering step.

Now, taken in the aggregate, these surrounding influences provide a climate especially a winter climate, particularly beneficial to the sufferer from consump malarial disorders, rheumatism, or diseases of the nervous organization. A in diseases peculiar to children this climate seems to be particularly benign, cially during the summer months. It is a well-established fact that the summer di ive disturbances of an acute character which are so common and so fatal to the dren in the Eastern cities during the summer months hardly exist here, and th a very modified type. In spite of the heat of the sun, even among men wo all day in the fields exposed to its direct rays, sunstroke or insolation is unkn It is generally considered that this immunity is due to the perfectly dry at phere and high barometer, providing for rapid evaporation, although the ten ature is so high.

METEOROLOGICAL.

In connection with the foregoing, and as illustrative of the same, following official meteorological summary for the twelve months en June 30, 1894, was compiled from the records of an average of 40 tions situated in different parts of the Territory by William Burn observer of the Weather Bureau, at my request:

Month.	Temperature.								Number of days.		
	Mean.	Maximum.	Date.	Minimum.	Date.	Mean maximum.	Mean minimum.	Average rainfall.	Clear.	Fair.	Cloudy.
1893.											
July	82.3	118	30	51	25	95.2	69.3	2.74	9	11	11
August	79.2	116	2	40	31	90.5	67.4	3.41	9	11	11
September	73.3	109	1	33	10	85.5	59	1.49	18	5	7
October	62.8	101	14	23	2	77.7	47.3	.07	23	2	5
November	53.8	89	1	11	20	66.2	41.4	.63	21	4	5
December	47.3	85	17	3	31	62.5	33.4	.51	19	5	7
1894											
January	41.2	83	15, 29	19	7	57.3	28.4	.43	21	6	4
February	41.9	89	28	9	14	57.7	28.9	1.11	16	7	5
March	51.4	96	28	6	5	67.7	37.5	1.27	15	8	8
April	62.9	99	8, 25	15	18	80.5	44.9	.08	20	7	3
May	70.4	105	7	25	15	88.4	52.2	.17	22	7	2
June	73.9	112	30	31	7	92.1	55	.01	26	3	1
Mean for year	61.7	.....	.....	.....	.....	76.9	47	.99	19	7	5

The accompanying table shows the average weather conditions that prevailed ing the year ending June 30, 1894.

The mean and extreme temperatures are deduced from the records of about stations situated as follows: 4 in Maricopa County, 4 in Apache, 10 in Coch in Coconino, 3 in Graham, 1 in Mohave, 4 in Pima, 3 in Pinal, 4 in Yavapai, in Yuma County. It will thus be seen that the Geographic distribution of sta is such as to include, approximately, all sections of the Territory.

The highest temperature recorded during the year was 118° at Buckeye, Maricopa County, on July 30; the lowest was 19° below zero at Flagstaff, Coconino County, January 7; the highest average temperature for the whole Territory was 82.3° for July, the lowest average was 41.2° for January.

The greatest average rainfall occurred in August, being 3.41 inches for each station. The average precipitation of all stations is 0.99 of an inch for each month, which is about 0.02 of an inch below the normal of other years.

The average character of the weather throughout the Territory for the separate months is shown in the table under the heading "Number of days." Two hundred and twenty-eight days, over 60 per cent of the year, were clear; about 10 per cent of the days had appreciable precipitation.

The prevailing winds were from the southwest throughout the year, the force generally being from light to brisk.

A peculiar feature of the winds of this region is that an absolutely calm state of the atmosphere occurs but rarely, while winds of sufficient violence to prove destructive or dangerous are practically unknown. Neither record nor tradition, so far as the writer is aware, mentions the occurrence within the limits of the Territory of an atmospheric disturbance of sufficient energy to be called a cyclone or tornado.

TEMPERATURE.

With reference to temperature: There is no doubt that some of the high readings shown in the record will seem alarming to those unacquainted with the modifying conditions by which they were accompanied, and for this reason it is deemed requisite that there should be offered in this connection some explanation, based on observation and experience. These high temperatures are invariably accompanied by a low percentage of relative humidity, and the absorption of heat due to constant and rapid evaporation is such as to mitigate, to a great extent, the effects that would be inevitable without this extreme dryness of the air. This principle is demonstrated and emphasized by the absolute immunity of the inhabitants of this region from serious effects due to exposure to the sun. Almost everything startling, sensational, and absurd has been alleged of the climate of Arizona, yet it is not known that anyone has ever charged sunstroke or prostration from heat among the effects of its meteorological terrors, and there is no authentic record that a case of genuine sunstroke ever occurred in the Territory. Out-of-door occupations are carried on without the slightest interruption from the heat throughout the summer. Athletic sports necessitating violent physical exertion form a feature of all Fourth of July and other holiday programmes. Baseball, football, horse and bicycle racing are common summer recreations; and the days for events of this character are always fixed without apprehension of interference from heat.

AN ILLUSTRATION.

An instance offering a practical illustration of the preceding statement is that of a bicycle race which took place on the 29th of June, 1894, on the road between Nogales and Tucson. The distance is 75 miles, and it was covered by two of the riders in a little over four hours and a half. The day was one of the hottest of the summer, the maximum temperature at the weather bureau office in Tucson being 104° in the shade, and as a matter of course the direct solar heat was much greater, yet those who participated in this race were seen walking about on the street a few hours after it was finished showing no signs of fatigue or injurious consequences after this extraordinary performance, accomplished under an intensely hot sun, which in an ordinary climate would have precluded the least exposure to it.

In conclusion it may be stated as a demonstrable fact that the generally accepted reputation of the Territory with respect to temperatures is not justified by recorded data. Moreover, it is an error to assume that all the hottest places in the United States are inclosed within the geographic limits of Arizona. At Salton, Mammoth Tank, and in the whole Death Valley region, temperatures are habitually experienced that are rarely or never encountered in this Territory, but it would be manifestly unfair to attribute to a whole State a condition of heat shown at a few stations representing a small fraction of its area. To be sure, high temperatures do occur at some stations in this Territory, but these stations are not all of Arizona any more than those last named are all of California, and it is obviously erroneous to ascribe to all of Arizona a rate of torridity either entirely unknown or by no means prevaent within it limits.

SOCIAL CONDITIONS.

No previous year has shown such gratifying progress in the social, moral, and religious conditions of the people. This is especially noticeable in the agricultural district of the Territory, where churches and other kindred organizations, reform and fraternal societies, have all taken a strong hold on the people and exercise greater influence in the communities in which they are located.

THE CHURCH.

The strength of the various religious organizations is as follows:

Methodist Episcopal Church: Fifteen preachers, 710 members, 1,540 Sunday school children (increase of 146 for year); 13 churches, value of churches, $55,000; 8 parsonages, valued at $16,100; value of school property, $20,000; total value of property, $91,100.

Episcopal Church: Four ministers, 635 adherents, 275 communicants (increase of 10 per cent during the year), 266 Sunday school children; 5 church buildings; value of church property, $27,875.

Methodist Church South: Six preachers, 405 members, 415 Sunday-school children (increase of 60 for year); 6 churches; value of church property, $20,500; 5 parsonages, valued at $7,000; 2 Mexican missions, members, 85; value of church property, $3,200.

Presbyterian Church: Ten ministers, 472 communal members (an increase of 97 for year), Sunday school membership, 753 (increase of 97 for year); value of church property, including Indian mission school (church building), $42,000.

Baptist Church: Four ministers, 635 adherents, communal membership, 275; Sunday school children, 266; 5 churches; value of church property, $27,875.

Christian Church: Three ministers, 160 members, 2 churches; value of church property, $4,500.

Catholic Church: A presiding bishop, 17 resident priests, 9 churches, 16 chapels. The membership of this church and value of its property is greater than all the other churches combined. This includes 3 hospitals, 2 orphanages, and other charitable institutions under the control of the church.

Mormon Church: Forty-nine ministers; membership, 6,631 (increase of 480 for year); 2,601 Sunday school pupils, 32 churches; value of church property, $27,000.

THE PRESS.

Arizona justly claims a strong and liberal press. Its journalistic management is strongly individualized and pronounced on all questions of public interest. There are 9 dailies and 30 weeklies, of which 9 are weekly editions of the dailies. Politically 5 of the dailies are Democratic and 4 Republican. Of the weeklies 13 are Democratic, 10 are Republican, and 7 are independent with Populist proclivities. Nearly all of these journals are represented in the Arizona Press Association.

The people are justly proud of the Territorial press, as is indicated by the liberal patronage extended to the same, for while they are earnest in advocating the political principles of their respective parties, every material and social interest of the people finds in it a strong advocate.

THE LIQUOR TRAFFIC.

There are 672 saloons and 10 wholesale liquor houses in Arizona. The average number of inmates of the Territorial Insane Asylum during the year was 97. The average number of inmates of the Territorial penitentiary was 155.

It has been estimated by competent authority that Arizona's drink bill for the year was $3,056,000, and this does not include the cost of the punishment of crime resulting directly from the drink evil nor the cost of maintaining these same victims in the jails and penitentiary, nor the victims of drink in our insane asylum and the county hospitals. It is estimated that not less than 50 per cent of the cost of maintaining the county and Territorial governments comes from intemperance.

WHAT IT COSTS.

The magnitude of this traffic can be faintly realized when it is illustrated by the fact that the people of the Territory in nine years pay for drink the assessed value of all real and personal property, the annual drink bill of the Territory being $50,000 more than its entire debt, including the debts of the counties and municipalities. And this is not all, for the cost of maintaining the municipal, county, and Territorial governments would be so reduced as a result of the decrease of crime from the drink evil that the tax burdens of our people would be lessened one-half.

LIMITATION OF INDEBTEDNESS.

Here arises an important consideration which demands attention. The Federal law, known as the "Harrison act of 1889," limits the indebtedness of all Territories to 1 per cent upon the assessed value of the taxable property in such Territory, and to 4 per cent on the valuation of all taxable property in all political or municipal corporations, counties, and subdivisions, said valuation to be ascertained by the last assessment for Territorial and county taxes previous to the incurring of such indebtedness.

In 1890 the Territory had far exceeded the limit fixed by the Harrison act, and to remedy this Federal legislation was invoked, resulting in the enactment of the Arizona funding bill, which legalized all indebtedness incurred, "together with such evidence of indebtedness which might be issued for the necessary and current expenses of carrying on Territorial, county, municipal, and school government for the year ending December 31, 1890;" and this law specially declares "and thereafter (December 31, 1890) no warrants, certificates, or other evidences of indebtedness shall be allowed to issue or be legal when the same is in excess of the limit prescribed by the Harrison act."

FORCED VIOLATION OF LAW.

Notwithstanding the above prohibition, several counties have exceeded the limit, and the Territory on the 1st of June last had a floating indebtedness of $170,523.60, issued in direct violation of the law. This deficit, however, was legalized by Congress last August by passing an amendment to the funding act, extending its provisions to January 1, 1896.

THE CAUSE.

When we inquire into the sources of expense of administering the government, both county and Territorial, we find that the greater portion comes from our criminal courts, jails, penitentiary, and insane asylum, most of the inmates of which are the victims of strong drink.

A DILEMMA.

Here we are brought face to face with the fact that the Federal law places a limit on the indebtedness which can be legally incurred by the Territories, and then legalizes a traffic that gives as its legitimate fruits crime, pauperism, and insanity, thus entailing an expense greater than can be legally incurred.

As a result the Territory finds itself in this dilemma. Crime must be punished, and the insane cared for at the expense of violating the law which limits the indebtedness of the Territory, or the courts must close, the jails, penitentiary, and insane asylum must be thrown open and their inmates set at large, or the cause of this extraordinary expense must be removed.

A NATIONAL QUESTION.

This subject appeals more emphatically to the Federal Government for a solution than did the vexed question of polygamy in the Territory of Utah, because the traffic gives forth tenfold more evil and more lasting results. It is a greater evil, entails a hundredfold more hardships on its victims and wrongs on the people than did the bondage of the black man in the South, yet the extension of slavery into the Territories was made a national issue, and its final abolition accomplished only at the expense of the best blood of the land.

INDIANS AND WHISKY.

I would also call attention to the policy which is being pursued of withdrawing the Federal troops from Arizona and leaving with us more than 35,000 Indians and a legalized liquor traffic. This becomes most significant when it is known that during the last thirty years there has not been a single Apache Indian outbreak in Arizona which was not the direct result of intoxicating drink, and if the troops are removed there will be nothing to prevent traffic in whisky on this reservation while it is legalized in the Territory. If the Government withdraws the troops it should also protect these Indians from strong drink, thus insuring the people immunity from Indian outbreaks, consequent massacres, and wanton destruction of property.

While it is not in the power of the Federal Government to legislate against the traffic in the States, in the Territories it has the power to say, "Thus far thou shalt come and no farther."

FRATERNAL SOCIETIES.

A large number of fraternal societies are represented in the Territory.

Masonic Grand Lodge, 11 subordinate lodges, with a total membership of 528.

Grand Chapter R. A. M., 4 subordinate chapters, total membership of 190.

Grand Commandery K. T., 3 subordinate commanderies, total membership of 100.

A. A. S. R., Santa Rita Lodge of Perfection, No. 1, with a membership of 35.

K. of P. Grand Lodge, 12 subordinate lodges, membership of 555.

I. O. O. F. Grand Lodge, 11 subordinate lodges, total membership of 668.

A. O. U. W. Grand Lodge, 12 subordinate lodges, total membership of 718.

G. A. R., 10 posts, total membership of 332.

I. O. G. T. Grand Lodge, 16 subordinate lodges, total membership of 689.

RAILWAY EMPLOYÉS' SOCIETIES.

B. of S. E., total membership, estimated, 200; B. of S. F., total membership, estimated, 200; Order of Railway Conductors, 95; Brotherhood of Railway Trainmen, 225; Order Railway Mechanics, 80.

The W. C. T. U. is organized in all of the principal settlements.

RETRENCHMENT IN THE PUBLIC SERVICE.

Every effort has been made to reduce the tax burdens of the people by adhering to strict economy in every branch of the public service. Notwithstanding the many obstacles encountered, the following comparative figures for the four years just past will show the results:

For the year ending December 31, 1890, the total expenses of the Territorial government reached $239,221.61, leaving a deficit of $42,924.16. The year ending December 31, 1891, found the total expense to be $279,995.92. (From this amount, however, $15,848.22 should be deducted for legislative expenses and special appropriations, in order to make a fair comparative showing with the previous and following years.) This year left the Territory with a deficit of $51,355.79. December 31, 1892, showed the year's expense bill to be $249,937.33, and the deficit amounted to $34,282.02. Last year, 1893, the total expense reached $269,388.38. (From this amount, however, there should be deducted $15,807.90 for legislative expenses and special appropriations, and $33,848.10 received from the various counties by the Territorial treasurer and paid out for them on account of interest on the counties' indebtedness assumed by the Territory.)

The end of the year 1893 found a surplus of $5,832.38 in the treasury.

From the above figures it will appear that during the last year the cost of the government was $19,489.51 less than in 1890, $44,379.60 less than in 1891, and $30,206.25 less than in 1892.

There have also been retrenchments during the last year to the amount of $29,970.87 in the maintenance of the public schools of the Territory, and $7,600 in the annual expenses of the university.

While these reductions were being made the efficiency of the service in all of the institutions affected was increased, notably that of the Territorial prison, insane asylum, and university. At the two first-named institutions expensive improvements have been made with the labor of the inmates without cost to the Territory.

This economy has shown itself in other branches of the public service, including the courts, which have been highly satisfactory to the people. It is safe to say that the total savings to the Territory, including the Territorial, county, and district retrenchments, during the past year, will amount to $100,000.

COLORADO RIVER.

I desire to again call your attention to the Colorado River, which subject was referred to at length in my last report, and am pleased to state that Congress at the last session directed the Secretary of War to cause a preliminary examination to be made of the river above Yuma to the highest point of navigation.

The result of this examination is of great importance, as I am reliably informed that the Mexican Government will make a survey at extreme low water (which will be in December) of that part of the river within its border, with a view to immediate improvement. It is believed that that government will build works at Port Isabel and lay moorings. This done, coal could be delivered at Yuma at $6 per ton as against $14, and lumber in cargo lots from Puget Sound ports for $10 per thousand as against $25 and $30, the present cost.

It is important that the Government complete its work of improvement begun in 1884 between The Needles and El Dorado Canyon. For every dollar expended there is permanent improvement, and reduces the cost of mining in that vicinity.

The river below Yuma is mostly in Mexico, but as navigation is free it will prove a great highway of commerce to the United States if we come to import large quantities of coal, coke, lumber, and export ores, cattle, and grain. With the present river conditions, transport steamers carry from tide water to Yuma 700 tons in three and a half days.

The following from Capt. J. A. Mellon, who has seen 30 years' service on the river, may prove instructive:

The Colorado has been navigated continuously since 1852 by steamers, those now in use being 150 feet keel by 30 feet beam and measure 240 tons, drawing 20 inches without load, and will carry 10 tons for every inch you sink them; we also tow a barge which will carry 150 tons on 2 feet of water. The old steamers formerly used were only 90 feet long by 24 feet beam. The river is navigable for 465 miles from its mouth at all seasons, or, in other words, to Fort Mohave. During the summer we can go 140 miles farther to Rioville, where the Virgin empties into the Colorado, making 605 miles of waterway.

During the winter or low-water season, the last 140 miles is impassable on account of bowlders in the channel and cobble-stone bars, which with a little Government aid could be removed and the river made navigable at all seasons for over 600 miles from its mouth. This would open a way for the farmers of the Virgin and Muddy valleys to market their crops; the salt deposits on the Virgin could be worked; and the sulphur and gypsum of the Black Canyon would be made valuable. There is now imported into the port of San Francisco each year from Japan from 18,000 to 20,000 tons of sulphur.

The portion of the Colorado River of which I speak runs through one of the richest gold and silver mining regions of the West, and in 1884–'85, when the U. S. Government started to improve the river between Fort Mohave and El Dorado Canyon, there were many mining enterprises set on foot, and much capital invested, with the expectation that the work begun would be prosecuted to a finish, but, on the exhausting of the $25,000 appropriation all work ceased. The parties investing on the supposition that by the improvement of the river they were to obtain cheaper transportation are still waiting to reap the reward of their pluck. There have recently been discovered some rich gold properties 3 miles south of El Dorado Canyon, and and a like distance from the river.

Having associated with the U. S. engineers for a period of two years, while they were at work on the river, and knowing in consequence their disposition, I am quite sure that they will not recommend any work being done on this river, as the surroundings are too lonesome for them, but should an appropriation be made for this purpose they would expend it judiciously.

LEGISLATION.

The Territorial legislature holds its sessions biennially, hence there has been no session during the year.

There has been some important Federal legislation in the interest of Arizona by the present Congress, to wit:

An act ceding to the Territory a tract of over 2,000 acres of land adjoining the Territorial prison, for the purpose of a prison farm; an amendment to the Arizona funding act, extending its provisions from 1890 to 1896, legalizing the Territorial floating indebtedness; a provision enabling the United States Attorney-General to adjust and pay for the maintenance of Indian prisoners in the Territorial prison; a resolution for the purpose of aiding in the settlement of the claims of certain counties for the cost of the trial of Indians in the Territorial courts, and a provision for the examination of the Colorado River, with a view to its survey and improvement to the highest point of possible navigation.

THE MILITIA.

The aggregate strength of the National Guard of Arizona at the end of the fiscal year 1893 was 410. Another company has been organized with 50 members and 3 commissioned officers, making a total of 463. The possible strength allowed under Territorial law is 893. The adjutant-general of the Territory recommends that the infantry regiment now composed of 10 companies be increased to 12 companies, and that 6 companies of cavalry and 2 light batteries of artillery be added to the militia as soon as possible. This would give the Territory a National Guard of about 1,800, representing the three branches of the service.

The reasons for suggesting the above measures are based on the following: There are several tribes of semi-civilized Indians within our Territory; the southern border of Arizona rests on a foreign country; the National Government is gradually withdrawing its regular troops from our midst; we are on the verge of statehood, and by having the three branches of military service represented we will have an educated military body from which to draw our officers, who will be competent, in a great measure, to organize and properly discipline the future National Guard under statehood. This force would be of service to garrison the forts of the Territory, taking the place of the Federal Army during their absence when called into active service out of the Territory, which came very near being necessary during the late labor strikes.

In order to complete and equip the present military force it is absolutely necessary that our apportionment of the appropriation made by the National Government be increased. In 1893 our apportionment was $4,000; this year it is but $2,000, and the guard is more than 50 stronger than in 1893.

I would earnestly recommend an increased appropriation on behalf of this service.

UNDEVELOPED RESOURCES.

Arizona has countless stores of undeveloped resources in the precious metals, copper, lead, and iron; sulphur and salt, onyx, marble, and lithographic stone, all of good quality; large areas of unreclaimed land which will yield all products of the semitropic and temperate zone when brought under the vitalizing influence of water. The canaigre or tannin root, to which reference was made at length in my previous report, promises important commercial consideration in the near future. All we need is capital to take hold of our boundless undeveloped wealth resources, and an era of prosperity will follow.

PUBLIC BUILDINGS.

The Territory has no public building erected by the Federal Government. It would prove an economical investment to erect at least one building for the accommodation of the public service, as the Government disburses annually for rentals in Arizona a sum not less than $15,000.

TERRITORIAL BUILDINGS.

These are the penitentiary, insane asylum, normal school, and Territorial university. The two former have been much improved during the year, the efficiency of the administration of all these institutions has been raised to a much higher standard than heretofore, and at a much reduced cost. During the last session, Congress appropriated the tract of land of 2,000 acres asked for in my former report for the benefit of the penitentiary, and the same will be utilized as a prison farm with a view to making the inmates wholly or in part self-sustaining.

YUMA LEVEE.

The appropriation of $10,000 made by the last Congress for the construction of a levee north of Yuma, to give protection against floods of the Gila River, has been expended with good judgment, the result being the completion of the work in a most satisfactory manner.

LABOR.

The condition of labor in the Territory is about the average. There are few labor organizations and little discontent manifested. It is a matter of congratulation that, while Arizona has over 1,200 miles of operated railroads, including two transcontinental lines crossing the Territory, that little or no trouble was experienced during the railroad strikes of last July and August. Only 9 arrests were made in the Territory, and 7 of the offenders were tried and convicted. The peaceful and law-abiding disposition of the people of Arizona could not find a more pronounced illustration than in their attitude during the late labor trouble, which rendered it unnecessary for the President to include Arizona in his proclamation touching the same.

STATEHOOD.

The question of the admission of Arizona to statehood is paramount to all other issues with our people.

Our claims and reasons for demanding this inalienable right, set forth in my last report, need not be repeated here.

Now that the bill for the admission of Arizona has passed the House of Representatives and is on the Senate Calendar, having been favorably reported by the Committee on Territories, the people are inspired with the hope that the day of our emancipation from Territorial bondage is near at hand.

AN ENABLING ACT.

There is a diversity of opinion among many sober-thinking citizens as to the merits of the constitution framed by the Territorial constitutional convention three years ago, and although ratified by more than two-thirds of the votes cast, a number of objections have been raised

to this instrument, the merits of which I do not believe are generally entertained by a majority of the people.

However, if the date of admission to statehood should not be retarded thereby, I confidently believe that a large majority of the people would prefer admission under an enabling act which would direct the framing of another constitution for submission, with a full knowledge that it was to be the constitution of the State.

Notwithstanding the fact that the convention which framed the instrument in question was composed generally of representative citizens of high character and pronounced ability, it is extremely doubtful if they themselves, much less the great mass of citizens, seriously contemplated that the constitution framed would be accepted by Congress as the organic law of the State when submitted. This may account for the lack of interest manifested in the election held to ratify the constitution, which should have called out every American citizen worthy of the name had they believed it was to be the chart of their State government. Out of 11,641 votes cast at the previous general election but 7,722 were polled, of which 5,440 voted to ratify, and 2,282 voted against ratification.

These considerations suggest the wisdom of requiring the Territory to be admitted to Statehood according to the long established usage, by and through an enabling act, which would be notice to all citizens of their duty to frame and adopt a constitution republican in form.

Delegates would be nominated and elected to the constitutional convention with full knowledge of the grave responsibility reposed in them, and the constitution framed by the authority of Congress, when submitted for ratification, would call out the largest vote ever polled in the Territory.

In this connection I would suggest that an ample appropriation be made by Congress to defray the expenses of carrying out the provisions of the enabling act.

Referring to the exceptions taken to the constitution as adopted, it is claimed that certain provisions are vague and indefinite, and subject to conflicting constructions, and that others are objectionable for the following reasons:

First, section 3, of Article VI, page 17, allows unlimited taxation for State revenues, in that the exceptions include everything.

Second, Article VII, page 19, sections 1 and 3, authorizes an increase of indebtedness above the present amount of 1 per cent in State and 4 per cent in counties, notwithstanding the Territory and the counties therein are now in debt in excess of the wise limit prescribed by Congress.

Third, Article IX, section 5, page 31, rewards trespassers on school lands for violations of law.

In view of the foregoing and in the interest of the future State and the gravity of the interests involved, I would recommend that Arizona's admission to Statehood be in line with usual precedents, to the end that every citizen now in Arizona may have a voice in the framing and ratifying of the constitution of the State government they so much desire to enjoy.

Respectfully,

L. C. HUGHES,
Governor of Arizona.

Hon. HOKE SMITH,
Secretary of the Interior.

SUMMARY OF RECOMMENDATIONS.

1. That Arizona be admitted to Statehood under an enabling act.
2. Amendment of the Carey arid land bill, that its provisions may be made available to Territories.
3. That the Salt River and Gila Bend Indian reservations be set apart for allotment at once to Indian graduates of industrial schools.
4. Settlement of title to lands in vicinity of Tuba City be made in interest of peace between settlers and Navajo Indians.
5. That south and west boundary line of Navajo Reservation be surveyed and Indians kept on reservation.
6. Body of U. S. troops be located at Keams Canyon.
7. Jurisdiction of trial of Indians be transferred from Territorial to U. S. courts.
8. San Carlos coal fields be segregated and thrown open to settlement.
9. Appropriation for Territorial militia be increased, with a view to strengthening same on account of withdrawal of U. S. troops.
10. Appeals taken to Supreme Court from Court of Private Land Claims be brought to speedy trial. This in the interest of settlement of these lands.
11. Appropriation for public building.
12. Improvement of Colorado River.
13. Measures to restrict liquor traffic in Territory.

APPENDIX.

FFICERS OF THE TERRITORY AND RESPECTIVE COUNTIES.

sentative in Congress, Marcus A. Smith, Tombstone.
ive department.—Governor, Louis C. Hughes, Tucson; private secretary to ernor, John T. Hughes, Tucson; secretary of Arizona, Charles M. Bruce, ; assistant secretary of Arizona, F. B. Devereux, Phœnix; treasurer of P. J. Cole, Phœnix; deputy treasurer of Arizona, D. A, Abrams, Phœnix; of Arizona, C. P. Leitch, Phœnix; attorney-general, Francis J. Heney, deputy attorney-general, Rochester Ford, Tucson; superintendent of public ion, F. J. Netherton, Mesa City; adjutant-general, Edward Schwartz.

JUDICIAL DEPARTMENT.

e court.—Chief justice, A. C. Baker, Phœnix; associate justices, T. D. , Tucson; Owen T. Rouse, Florence; John J. Hawkins, Prescott; clerk, J. exander, Phœnix.
t court, First judicial district.—Judge, J. D. Bethune, Tucson; clerks, A. J. , Tucson; A. C. Baggs, Tombstone; commissioners, T. D. Satterwhite, Tucson; tes, Nogales; James Duncan, Tombstone; J. W. Wright, Bisbee.
t court, Second judicial district.—Judge, Owen T. Rouse, Florence; clerks, F. Weedin, Florence; Alonzo Bailey, Globe; B. B. Adams, Solomonsville; ioners, O. N. Cresswell, Globe; Thomas F. Weedin, Florence; Geo. H. Hyatt, sville.
t court Third judicial district.—Judge, A. C. Baker, Phœnix; clerks, J. W. Phœnix; Charles H. Williams, Yuma; commissioners, J. W. Crenshaw, ; John R. Marable, Yuma.
t court, Fourth judicial district.—Judge, John J. Hawkins; clerks, Andrew lon, Prescott; L. O. Cowan, Kingman; Oscar Gibson, Flagstaff; Alfred Ruiz, s; commissioners, H. T. Andrews, Prescott; E. J. Babbitt, Flagstaff; Wil- Blakeley, Kingman; F. J. Waltron, Holbrook.
istrict attorney, E. E. Ellenwood, Tucson.
marshal's office, district of Arizona.—U. S. marshal, W. K. Meade, Tucson; U. S. marshals, S. A. Bartleson, Florence; W. R. Campbell, Winslow; Alex- zekiels, Tucson; J. R. Lowry, Prescott; Frank Morrell, Williams; J. K. , Phœnix; George A. Olney, Solomonsville; John W. Slankard, Phœnix; Smith, Bisbee; R. M. Templeton, Yuma; J. H. Thompson, Globe; Scott Tombstone.
urveyor-general's office, district of Arizona.—U. S. surveyor-general, Levi H. , Tucson; chief clerk, George J. Roskruge, Tucson; mineral clerks, Esteban William H. Brown, Tucson.
and office, Tucson.—Register, Eugene J. Trippel, Yuma; receiver, Edward R. Villcox; clerk, Lucy G. Freis.
land office, Prescott.—Register, H. D. Ross, Flagstaff; receiver, Jacob Marks,

. INTERNAL REVENUE, DISTRICT OF NEW MEXICO, INCLUDING ARIZONA.

tor, C. M. Shannon, Santa Fe, N. Mex.; chief clerk, Florence A. Hughes, , N. Mex.; deputy first division, Charles L. Betterton, Santa Fe, N. Mex.; second division, William Burns, Albuquerque, N. Mex.; deputy third divi- njamin M. Crawford, Tucson, Ariz.; U. S. gaugers, Robert Harvey, Santa lex., and William T. McCreight, Albuquerque, N. Mex.

U. S. CUSTOMS SERVICE, DISTRICT OF ARIZONA.

Collector of customs, Sam F. Webb, Nogales; deputy collector of customs, Ed[illegible]win Mayes, Nogales; clerks in collector's office, H. M. Wood, F. J. Duffy, Nogales; U[illegible]. S. assayer, F. J. Heyne, jr., Nogales; inspectors of customs, R. H. Reynolds, R. Han[illegible]ah, Nogales; mounted inspectors of customs, George W. Webb, H. W. Brady, and Will[illegible]am Dunbar, Nogales; deputy collector of customs, C. B. Kelton, Lochiel; moun[illegible]ted inspector of customs, J. M. Miller, Lochiel; deputy collector of customs, S. M. Agu[illegible]rre, Buenos Ayres; mounted inspectors of customs, J. F. Kellner, William Lyall. Bu[illegible]nos Ayres; deputy collector of customs, Frank Hare, Tombstone; mounted inspector[illegible]s of customs, Sam King, F. P. Robson, Sam W. Finley, Tombstone; deputy collector of customs, M. J. Nugent, Yuma.

U. S. INDIAN AGENTS.

Pima Agency, J. Roe Young, agent, Sacaton, Ariz.; Colorado River Agency, Charles E. Davis, agent, Parker, Ariz.; Navajo Agency, Lieut. E. H. Plummer, acting agent, Fort Defiance, Ariz.; San Carlos Agency, Capt. Albert L. Myer, acting agent, San Carlos, Ariz.

NATIONAL GUARD OF ARIZONA

Staff of the governor and commander-in-chief: Adjutant-general, ex-officio quartermaster and chief of ordnance, Col. Ed. Schwartz, Phœnix; surgeon-general, Col. Scott Helm, Phœnix; judge-advocate-general, Col. Joseph Campbell, Phœnix; aid-de-camp, Lieut. Col. Art McDonald, St. Johns; aid-de-camp, Lieut. Col. Luis Leese, Tucson; aid-de-camp, Lieut. Col. T. E. Dalton, Phœnix; inspector of small-arms practice, Maj. H. F. Robinson, Phœnix; Capt. John T. Hughes, special aid-de-camp, Tucson: chaplain, Capt. Winfield Scott, Phœnix.

FIRST REGIMENT, HEADQUARTERS TUCSON.

Colonel, John H. Martin, Tucson; Lieutenant-colonel, A. J. Doran, Florence; commanding Second Battalion, Maj. R. Allyn Lewis, Phœnix; commanding Third Battalion, Maj. John A. Black, Tucson; adjutant, First Lieut. B. W. Tichenor, Tucson; quartermaster, First Lieut. George W. Cheyney, Tombstone; commissary, First Lieut. J. H. Carpenter, Yuma; surgeon, Maj. George E. Goodfellow, Tucson; assistant surgeons, Capt. D. J. Brannen, Flagstaff, and First Lieut. Charles H. Jones, Tempe.

Company A, Globe, Capt. E. H. Cook.
Company B, Phœnix, Capt. J. J. Wickham.
Company C, Tempe, Capt. W. E. Mullin.
Company D, Tucson, Capt. R. W. Gray.
Company E, Florence, Capt. Hinson Thomas.
Company F, Tucson, Capt. J. M. Trayer.
Company H, Yuma, Capt. F. S. Ingalls.
Company I, Flagstaff, Capt. Hocjderffer.
Company K, St. Johns, Capt. Sidney M. Craig.

Board of loan commissioners.—Louis C. Hughes, Tucson; Charles M. Bruce, Phœnix; C. P. Leitch, Phœnix.

Board of equalization.—C. P. Leitch, third judicial district; Morris Goldwater, fourth judicial district; H. C. Boone, second judicial district; T. D. Satterwhite, first judicial district.

Directors of the insane asylum.—D. B. Richmond, Phœnix; W. L. George, Phœnix; D. A. Spragg, Mesa City; I. B. Hamblin, resident physician and superintendent, Phœnix; Mrs. L. L. Hamblin, matron, Phœnix; Eugene Hackett, secretary and treasurer, Phœnix.

Honorary board of directors.—L. C. Hughes, Charles M. Bruce, A. C. Baker, O. L. Mahoney, Phœnix; F. J. Netherton, Mesa City.

Live stock sanitary commission.—Colin Cameron, chairman of board, Pima County; Charles Pugh, secretary of board, Cochise County; J. G. Campbell, Coconino County; Henry Smith, Apache County; M. E. Hurley, Maricopa County; J. C. Norton, veterinary surgeon and ex-officio secretary, Phœnix.

Board of education of the normal school.—J. H. Wilson, Curt W. Miller, Daniel Kloss, and P. J. Cole, F. J. Netherton, ex officio.

Prison commissioners.—S. C. Bagg, Cochise County; J. T. Lesueur, Apache County; A. G. Williams, Pinal County; Thomas Gates, superintendent of prison; warden, F. M. Shaw; HarryMcKean, secretary of prison; P. G. Cotter, physician of prison, Yuma, Arizona.

Regents of the university.—Rochester Ford, chancellor, Tucson; S. M. Franklin, M. P. Freeman, H. B. Tenny, regents, Tucson; Charles M. Bruce, ex-officio, Phœnix; F. J. Netherton, ex-officio, Mesa; Theodore B. Comstock, LL. D., president, Tucson.

Railroad commissioners.—George N. Gage, Tempe; Reese M. Ling, Prescott; Leonidas Holladay, Tucson; A. H. Emanuel, Tombstone.

Fish and game commissioner.—Edward Schwartz, Phœnix.

Inspector of sheep.—Harry Fulton, Flagstaff; Pedro Montano, St. Johns.

Trustees of reform school for juvenile offenders.—George Babbitt, Flagstaff; Anson H. Smith, Kingman; John Vories, Flagstaff.

Board of registration in dentistry.—A. A. Doherty, Nogales; Joseph Hardy, E. C. Hyde, J.H. Jessop, Phœnix; F. A. Odermatt, Tucson.

Quarantine and health officer.—Dr. George E. Goodfellow, Tucson.

There are 11 counties in Arizona, of which the following are the county officers:

Apache County.—F. T. La Prade, chairman board of supervisors, Winslow; William Morgan, board of supervisors, Show Low; L. Ortega, board of supervisors, Concho; Charles Jarvis, clerk of board, St. Johns; Art McDonald, probate judge and superintendent of schools, St. Johns; T. L. Bunch, district attorney, St. Johns; F. W. Nelson, recorder, St. Johns; W. R. Campbell, sheriff and assessor, St. Johns; W. H. Gibbons, treasurer and tax collector, St. Johns; J. E. Porter, surveyor, Show Low.

Cochise County.—W. K. Perkins, chairman board of supervisors, Tombstone; E. A. Nichols, C. S. Clark, board of supervisors, Tombstone; Nat. Hawke, clerk of board, Tombstone; Scott White, sheriff, Tombstone; M. D. Scribner, treasurer and tax collector, Tombstone; A. Wentworth, recorder, Tombstone; Wm. C. Staehle, district attorney, Tombstone; W. D. Monmonier, probate judge and school superintendent, Tombstone; H. G. Howe, surveyor, Tombstone; J. J. Patton, assessor, Tombstone.

Coconino County.—A. A. Duton, chairman board of supervisors, Flagstaff; T. F. McMillan, F. L. Rogers, board of supervisors, Flagstaff; C. A. Bush, clerk of board, Williams; J. J. Donahue, sheriff, Flagstaff; A. T. Cornish, treasurer, Flagstaff; E. J. Babbitt, probate judge, Flagstaff; C. A. Bush, recorder, Flagstaff; H. Z. Zuck, district attorney, Flagstaff; Oscar Gibson, clerk of district court, Flagstaff.

Gila County.—Edward H. Cook, chairman board of supervisors, Globe; O. C. Tebbs, Charles E. Taylor, board of supervisors, Globe; George M. Allison, probate judge and school superintendent, Globe; Peter T. Robertson, district attorney, Globe; J. H. Thompson, sheriff and assessor, Globe; J. W. Boardman, treasurer and tax collector, Globe; Charles T. Martin, recorder and clerk of supervisors, Globe; Alonzo Bailey, clerk of district court, Globe; Alexander G. Pendleton, surveyor, Globe.

Graham County.—A. H. Bennett, chairman board of supervisors, Safford; G. W. Wells, board of supervisors, Clifton; H. G. Boyle, board of supervisors, Pima; H. J. Dowdle, clerk of the board, Solomonsville; Luther Green, deputy clerk of the board, Solomonsville; George A. Olney, sheriff, Solomonsville; Ben W. Olney, deputy sheriff, Solomonsville; Wiley E. Jones, district attorney, Solomonsville; P. C. Merrill, treasurer, Solomonsville; Frank Dysart, deputy treasurer, Solomonsville; H. J. Dowdle, recorder, Solomonsville; Luther Green, deputy recorder, Solomonsville; B. B. Adams, clerk of the district court, Solomonsville; W. W. Dameron, probate judge and school superintendent, Solomonsville; B. B. Adams, assistant superintendent public instruction, Solomonsville; George H. Hyatt, court commissioner, Solomonsville.

Maricopa County.—J. T. Priest, chairman board of supervisors, Mesa; E. B. Kirkland, W. N. Standage, board of supervisors, Phœnix; Frank J. Peck, clerk of the board, Phœnix; J. K. Murphy, sheriff, Phœnix; R. L. Rosson, treasurer and ex-officio tax collector, Phœnix; Neri Osborn, recorder, Phœnix; M. H. Williams, district attorney, Phœnix; J. E. Walker, clerk district court, Phœnix; J. L. B. Alexander, clerk supreme court, Phœnix; T. C. Jordan, probate judge and school superintendent, Phœnix.

Mohave County.—Sam. Crozin, chairman board of supervisors, Hackberry; William Grant, board of supervisors, Hackberry; W. H. Taggart, board of supervisors, Kingman; L. C. Cowan, clerk of the board, James Rosborough, sheriff, Kingman; John K. MacKenzie, treasurer, Kingman; Jonathan Logan, probate judge, Kingman; J. W. Morgan, county recorder, Kingman; L. O. Cowan, clerk of the district court, Kingman.

Pima County.—G. A. Avery, board of supervisors, Nogales; M. G. Samaniego, James Finley, board of supervisors, Tucson; Fred. G. Hughes, clerk of the board, Tucson; John S. Wood, probate judge, Tucson; Frank H. Hereford, district attorney, Tucson; Joseph B. Scott, sheriff, Tucson; William F. Overton, treasurer, Tucson; Charles A. Shibell, recorder, Tucson; Henry Levin, assessor, Tucson; Daniel Drummond, surveyor, Tucson.

Pinal County.—E. O. Stratton, chairman board of supervisors; Charles F. Bennett, D. C. Stevens, board of supervisors; Jose M. Ochoa, clerk of the board, Florence; John Miller, probate judge, Florence; H. V. Jackson, district attorney, Florence; Thomas F. Weedin, clerk district court, Florence; L. K. Drais, sheriff, Florence; Charles F. Palmer, treasurer, Florence; Jose M. Ochoa, recorder, Florence; A. T. Colton, county surveyor, Florence.

Yavapai County.—W. A. Rowe, chairman board of supervisors, Prescott; J. W. Smith, Thomas Roach, board of supervisors, Prescott; C. H. Akers, clerk of the board, Prescott; Alex. O. Brodie, recorder, Prescott; F. A. Tritle, jr., deputy recorder, Prescott; J. F. Wilson, probate judge, Prescott; J. R. Lowry, sheriff, Prescott; H. H. Carter, deputy sheriff, Prescott; A. G. Oliver, treasurer, Prescott; Robert E. Morrison, clerk of the court, Prescott; William Wilkerson, deputy clerk of the court, Prescott.

Yuma County.—J. Gandolfo, chairman board of supervisors; R. M. Strauss, B. A. Haraszthy, board of supervisors: J. L. Redondo, clerk of the board; C. H. Brinley, clerk district court, Yuma; F. L. Ewing, probate judge and superintendent of schools, Yuma; Mel. Greenleaf, sheriff and assessor, Yuma; J. Fred. Nottbusch, deputy sheriff, Yuma; Althee Modesti, treasurer and tax collector, Yuma; J. L. Powell, recorder, Yuma; Calvert Wilson, district attorney, Yuma; R. B. Martin, surveyor, Yuma; George H. Field, county physician, Yuma.

Commissioners of deeds.—Charles Hall Adams, Boston, Mass.; Charles S. Bundy, Washington, D. C.; Joseph B. Braman, New York, N. Y.; Edwin F. Corey, New York, N. Y.; W. H. Clarkson, New York, N. Y.; L. W. Cleaveland, New Haven, Conn.; John J. Dean, San Francisco, Cal.; Emil Frenkel, New York. N. Y.; Edwin H. Corey, New York, N. Y.; William Jenks Fell, Philadelphia, Pa.; H. V. Graybill, Peoria, Ill.; George W. Hunt, Philadelphia, Pa.; W. T. Hardenbrook, New York, N. Y.; Samuel Jennison, Boston, Mass.; Charles T. Lunt, New York, N. Y.; John McDoald, Pasadena, Cal.; Alfred Mackay, New York, N. Y.; C. E. Mills, New York, N. Y.; James E. Mills, Sacramento, Cal.; Charles H. Phillips, San Francisco, Cal.; George W. Parsons, Los Angeles, Cal.; Theodore D. Reymert, Los Angeles, Cal.; G. E. Readon, Baltimore, Md.; N. G. Rogers, Louisville, Ky.; E. G. Reynolds, Kansas City, Mo.; Samuel Rosenbaum, San Francisco, Cal.; E. B. Ryan, San Francisco, Cal.; Karl A. Snyder, Albuquerque, N. Mex.; Leo Schwab, New York, N. Y.; William F. Taliaferro, Chicago, Ill.; Charles D. Wheat, San Francisco, Cal.; E. F. Wellington, Rochester, N. Y.; Eugene D. White, Portland, Oregon.

REPORT

OF

THE GOVERNOR OF NEW MEXICO.

EXECUTIVE DEPARTMENT,
TERRITORY OF NEW MEXICO,
Santa Fe, N. Mex., October 10, 1894.

SIR: I have the honor to herewith inclose you my annual report upon the Territory of New Mexico for the year ending June 30, 1894.

Very respectfully,

W. T. THORNTON,
Governor.

Hon. HOKE SMITH,
Secretary of the Interior,
Washington, D. C.

POPULATION.

New Mexico has suffered from the general depression which has ffected the entire country during the past twelve months probably ot so seriously as that portion of the country which has been less ountifully blessed by the abundant rains which have fallen throughout is Territory and given to our people an unprecedented crop year, all asses of cereals and grasses being at their maximum. It is doubted the Territory ever had more abundant crops than have been raised roughout its length and breadth. There has been no material change our population, but a healthy growth has set in of a very desirable lass of immigration in almost every county in the Territory, especially the agricultural portions thereof. Irrigation enterprises begun ithin the last two or three years have succeeded admirably, bringing nder cultivation large areas of desert land. In more than half the ounties of the Territory, enterprises of importance have been begun hich will add largely in the near future to the productiveness and rosperity of our people. Among the fruit-growers in the Mesilla Valey, upon the Rio Grande, many new settlers have purchased and lanted large orchards and vineyards. This industry is rapidly growng, and is one of great importance in that locality, as well as in the counies of Colfax, Santa Fe, Bernalillo, Eddy, Chaves, and San Juan, all f which localities are destined, in the near future, to become large hippers.

The increase of population has been of a character calculated to increase the prosperity of this community in a greater degree than would be expected from its numbers. In the southeastern counties—Eddy, Chaves, and Lincoln—this influx of new settlers has been more widely noted than in any other section. The people who have made new homes there were from the old States of the East; each family that cast its lot there brought in a considerable sum of money, generally about $2,000, but some of them were persons of wealth. It necessarily follows that in an irrigated country the settlement will be of this class. In San Juan County, in the northwest, the same thing has been noted, but as this county lies off of the railroad but little has been heard of the steady development that goes on there. In Colfax and Union counties a steady growth has been observed. This goes on quietly and unheralded, but is no less certain and productive of good order and the advance of the people. The attraction to these sections is the choice irrigated land that is offered the settler at reasonable figures. The most notable influx of settlement, however, was that which followed the discovery of the precious minerals in that section of Bernalillo County known as the Cochiti Mountains. The immigration here was of the hardiest class of miners and prospectors, and a remarkable thing to note is the fact that during the life of the camp there has been only one quarrel in which firearms or deadly weapons were used. That several thousand men bent on the search for wealth should live in the hills for a year, and although under no apparent rules of law should live peaceably and in good order far surpassing that of any organized town in the United States, or in the world, for that matter, is a high and singular commentary on the class of immigration that has blessed New Mexico during the past year. The addition to our population from this one source may be conservatively stated at 2,000 persons. A more extended review of the characteristics and resources of this region will be given in the proper place.

LAND TITLES.

The work of the U. S. Court of Private Land Claims is progressing rapidly, and the result thereof is one of vast importance to this Territory. As said in my last report:

> No act of Congress for many years has effected so important an advance toward the permanent prosperity and well-being of this Territory as the act creating this court. The colonization policy of the Spanish and Mexican governments shaped itself in the granting of large areas of land to communities or individuals. The aim seemed to be to attract the mass rather than the individual elements of population. Vast acreages, with undefined and uncertain boundaries, were believed to be fraudulent. Small tracts were often held under valid grants with exterior boundaries designated by natural monuments, which were by designing or evil-disposed persons often changed to include territory vastly greater than that to which they were entitled. For many reasons Congress has delayed action in this matter for more than a generation after the acquirement of the Territory and the guaranty of its ancient land tenures. Clouded titles and insecure tenures were therefore uncommonly frequent in New Mexico, creating an insuperable barrier to settlement and a blight to prosperity.

The work of this court, which advanced so rapidly during the first year of its existence, has continued and progressed with equal rapidity during the past year. The work performed has been most important, and has been thoroughly and capably done; title to many of the large tracts of land has been finally determined; many of them in favor of the claimant, and others in favor of the Government; but, in either event, the question of title has been settled, thus giving to the owners

new heart to improve and develop the grants which were confirmed, and to the public thousands of acres which were wrongfully claimed. In my last report I gave the following recapitulation of the work of the Court of Private Land Claims from the date of its organization to the 31st of August, 1893:

Recapitulation of the work of the Court of Private Land Claims, August 31, 1893.

Total number of cases filed for land in New Mexico	262
Grants confirmed for land in New Mexico (cases Nos. 1, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 18, 21, 22, 28, 30, 31, 35, 39, 43, 53, 57)	23
Grants rejected for land in New Mexico (cases Nos. 4, 12, 26, 27, 49, 100)	7
Appealed to Supreme Court:	
By claimants (Nos. 26, 27, 50, 100)	4
By United States (Nos. 1, 31, 35, 43)	4

The following is a complete list of claims determined:

No. of case.	Name.	County.	Estimated number of acres claimed.	Estimated number of acres confirmed.
1	Cubero	Valencia	47,743	16,000
4	San Antonio del Rio Colorado	Taos	18,000	.....
5	Arroyo Hondo	do	23,040	23,040
6	Sebastian de Vargas	Santa Fe	41,000	14,000
7	B. M. Montado	Bernalillo	151,000	43,597
8	Albuquerque	do	17,361	17,361
9	Lucero de Godoi	Taos	40,000	27,000
10	Rancho del Rio Grande	do	109,043	109,043
11	Alameda	Bernalillo	106,244	106,244
12	José Duran	Santa Fe	426	.....
13	Socarro	Socorro	17,361	17,361
14	Fr. Montes Vigil	Rio Arriba	35,000	35,000
15	Antonio Sedillo	Bernalillo and Valencia	152,879	88,000
16	Gijosa	Taos	20,000	20,000
18	Pachecho	Santa Fe	500	500
21	Cristabel de la Serna	Taos	30,000	30,000
22	San Marcos	Santa Fe	1,890	1,890
26	Rancho de Galvan	Bernalillo	30,000	.....
27	San Antonito	do	32,000	.....
28	Nuestra Señora, etc	Rio Arriba	20,000	20,000
30	Piedra Lumbre	do	39,062	39,062
31	Luis Jaramillo	Bernalillo	18,000	18,000
35	Jacona	Santa Fe	46,241	36,241
39	Caja del Rio	do	70,000	60,000
49	Domingo Valdez	do	500	500
50	Zia, Santa Ana and Jemez Pasture Grant	Bernalillo	382,849	.....
53	Canada de los Alamos	Santa Fe	13,706	9,500
57	Nicolas Duran de Chaves	Valencia	50,000	49,000
100	Canyon de San Diego	Bernalillo	10,000	.....
	Estimated total		1,558,875	815,839

	Acres.
Estimated total confirmed	739,595
Estimated total cut and rejected	819,280

The following cases have been tried and final judgment rende during the past year:

Statements of grants tried, with area confirmed and rejected, since July 1, 1893.

No.	Grant.	Area claimed.	Area confirmed.	A rej
		Acres.	*Acres.*	A
2	Plaza Colorado	19,200	19,200	.....
6	De Vargas	45,000	15,000	
23	Santa Teresa de Jesus	6,886	.....	
25	San Miguel El Vado	315,300	315,300	.....
30	Pedro Lumbra	30,000	30,000	.....
31	Luis Jaramillo	18,000	18,000	.....
32	Plaza Blanca	16,000	16,000	.....
35	Jacona	45,000	45,000	.....
37	Antonio Chaves	130,138	.....	
39	Caja del Rio	60,000	.....	.....
61	Bartolome Fernandez	25,000	25,000	.....
126	.....	.....	.....	.....
66	Bosque Grande	4,000	.....	
72	Arroyo de los Chamisos	1,500	.....	
80	City of Santa Fe	17,361	17,361	.....
202	.....	.....	.....	.....
86	Juan de Gabaldon	12,000	12,000	.....
94	.....	.....	.....	.....
88	Ojo Caliente	40,000	10,000	
98	Canada de San Francisco	1,600	.....	
100	Canyon de San Diego	10,000	.....	
103	Juan Cavetano, Labato	1,000	.....	
105	Antonio Dominguez	500	.....	
116	Talaya	2,000	500	
150	Juan Jose Lovato	100,000	50,000	
180	Roque Lobato	2,000	.....	
43	Polverada	35,000	35,000	.....
46	Nolan	575,968	.....	
48	Corpus Christi	696,960	.....	
49	Domingo Valdez	500	.....	
50	Zia, Santa Ana and Jemez	276,000	.....	
51	Rancho de Albuquerque	40,000	40,000	.....
106	.....	.....	.....	.....
52	Abiquiu	13,000	13,000	.....
53	Lorenzo Marquez	13,700	13,700	.....
55	Cevilleta	224,770	224,770	.....
57	Nicolas Duran	50,000	50,000	.....
		2,828,383	949,831	1,

RECAPITULATION.

	Acres.
Area sued for	2,828,383
Area confirmed	949,831
Area rejected	1,770,052

NOTE.—In cases Nos. 60 and 198 the petitions were dismissed and confirm made for full amount in No. 25.

In No. 140 the amount claimed, 100,000 acres, was reduced to a 50,000 acres by the confirmation of other and conflicting grants.

The confirmation of 4 leagues to the city of Santa Fe, No. 80, re 17 grants for which appeals are now pending, the areas of which not given.

The areas given are as stated, in round numbers, in the petitions where confirmed without deductions the same areas are given, althe in most cases the actual amount of land claimed or confirme unknown, as no surveys have ever been made. On final approva some instances these may increase and in others decrease.

Private land claims surveyed during the year ending June 30, 1894.

No.	Grant.	Area.
		Acres.
40	Canyon del Agua	341.04
91	Town of Alameda	111,019.22
53	Canada de los Alamos	7,110.02
158	Cristobal de la Serna	22,232.57
123	Francisco Montes Vigil	8,253.74
18	Pacheco	581.29
102	San Marcos Pueblo	1,895.44
63	Caja del Rio	66,848.78
58	Rancho del Rio Grande (not platted)	.....
116	Lucero de Godoi (not platted)	.....
	Total	218,282.10

The land court has been steadily engaged in settling the number of suits before it, and people can now see an early date at which many choice sections of our land will be available for settlement because there will be a secure and certain title on which to found the investment of capital. Large holdings of land in individual or corporate hands, as a general thing, is to be deprecated. The conditions in New Mexico are such that it is necessary the land and water should be under our control. The peculiar conditions of the national land laws which were framed to influence the rapid settlement of an open humid region, are impossible to be complied with in an arid country. The homestead laws are very good on the broad prairies of Illinois, Missouri, or Kansas, but are absolutely without reason or common sense when applied to the peculiar conditions of arid New Mexico. Except under specially favorable circumstances, no man can take up a desert-land claim and reduce it from barren aridity to fruitful acres; the expenditures for an irrigation plant are too costly for individual effort. It is only by community effort, or by the ordered and far-seeing work of a corporation, that the waters of great rivers can be brought upon the barren plains and utilized for their reclamation, and the severe aspect of nature here softened and her face brought to smile with verdure. "Man does not tickle the earth with a hoe and compel her to laugh a crop" in New Mexico; he must go about his work with order and precision; science must be brought to his aid, and he must work with his neighbors, or not at all. The Spanish conquerors of this Territory were traditional irrigators, and at the same time were imbued with the ideas and beliefs of feudalism; consequently, large grants of lands with their appurtenant water rights were parceled out to favorite soldiers, or men who promised to plant colonies. These men had not the means to draw out immense high-line irrigation canals, but were content with their little rivulets, watering a few acres of bottom land, which has not detracted from the modern possibilities of these grants. In the neighborhood of Albuquerque, large grants covering all the available land and water have been confirmed by the land court. This country is on the railroad adjacent to a large and growing city. Without going further into details, it offers larger attraction to the investment of capital than any other known region; and this condition is the immediate result of the labor of the Court of Private Land Claims.

In this connection I desire to repeat a portion of my last report:

NECESSITY OF IMMEDIATE SURVEYS.

"I desire to call the attention of the Department to the importance of immediately surveying the grants confirmed by the court and the

small holdings passed upon by the surveyor-general. Until such surveys are made it can not be accurately known where the boundaries of these tracts are located. Doubt as to their location prevents in many instances the settlement of adjacent lands. If the work proceed *pari passu* with the labors of the land court, it may be handled very easily. If, on the other hand, it is allowed to accumulate much hardship will be wrought and the Department greatly embarrassed in the end. It is therefore hoped and earnestly urged, both for public and private interests, that a sufficient appropriation will be made by the present Congress for the survey of these grants. Delay in this matter will be expensive and prejudicial to national and Territorial interests." In addition to the work performed in the land court many titles of small tracts have been settled by the surveyor-general under authority given him to confirm tracts containing less than 160 acres where the claimant had been in possession for more than twenty years. The number of claims of this character filed up to date reaches nearly 3,000, of which number contracts have been awarded to survey 307, this being about the number that have been filed upon lands in townships heretofore surveyed which are in such shape that the claimants can not readily secure their interest by an entry of the lands by legal subdivision. The larger number of these claims are still unsurveyed, and, as may be seen from the above report, large acreage of lands which have been confirmed by the Court of Private Land Claims, the boundaries of which are indefinite and can only be settled by final survey, remain unsurveyed, which induces me to again call the attention of the Department to the importance of immediate surveys of the grants which have been confirmed, as well as the small holdings passed upon by the surveyor-general. Until such surveys are made it can not be accurately known where the boundaries of these tracts are located, and until this is definitely determined settlement and improvements upon the lands in the vicinity of the boundary will be greatly impeded.

PUBLIC LANDS.

During the year ending June 30, 1894, the entries at the various land offices of the Territory were as follows:

Santa Fe land office.

	Acres.
138 homestead entries, embracing	19,551.60
109 final homestead entries, embracing	16,560.82
Lands sold	1,652.26
25 desert-land entries, embracing	3,098.94
2 final desert-land entries, embracing	200.00
1 final timber-culture entry, embracing	160.00
65 coal filings	9,480.00
Total	50,703.62
Vacant surveyed lands in this district	10,912,460.00
Vacant, unsurveyed	3,840,860.00
Total	14,753,320.00
School lands, grants, military and forest reservations	14,078,764.00
Lands disposed of since establishment of office under the various land laws of the United States, including railroad selections	3,257,060.00

Statement of business transacted at the Las Cruces, N. Mex., land office during the fiscal year ending June 30, 1894.

No. entries.	Class of entry.	Acres.	Commission.	Fees.	Amount.
18	Mineral entries	1,520.30			$7,655.00
4	Contested homestead entries	518			647.50
16	Original desert entries	3,245.77			811.44
114	Homestead entries		$554.89		
114	Homestead entries			$905.00	
74	Final homestead entries	10,885.32	408.72		
1	Soldier's declaratory statement			3.00	
4	Cancellation notices			4.00	
7	Preemption entries	560			799.50
9	Excess entries	6			7.00
	Fees for making 24 plats			72.90	
	Fees for making 5 abstracts			81.15	
	Fees for reducing 185,613 words of testimony			403.01	
	Total		963.61	1,469.06	9,920.94

Statement of the business transacted at Clayton land office for the fiscal year ending June 30, 1894.

Class of entry.	Number.	Acres.	Commissions.	Fees.	Amount.
Sales of land by preemption entry	4	560			$700.00
Excess payments on homesteads and other entries and locations	5	26.48			33.20
Original entries under the desert act	1	80			20.00
Homestead entries commuted to cash under section 2301, Rev. Stat	5	800			1,000.00
Commuted timber cultures	1	160			200.00
Total cash sales	16	1,626.48			1,953.20
Supplemental receipts	2			$12.00	12.00
Original homestead entries	82	12,773.37	$478.50	810.00	1,288.00
Coal declaratory statement	1	160		3.00	3.00
Final homestead entries	36	5,638.96	210.00		210.00
Amount received for reducing testimony to writing				94.45	94.45
Total of all classes and the amount received	137	20,198.81	688.50	919.45	3,562.15

Salaries, fees, and commissions of register and receiver	$1,819.09
Expense of depositing	6.25
Incidental expenses	341.72
Total	2,167.06

Roswell land office.

Class of entry.	Number.	Acres.	Commissions.	Fees.	Amount.
Preemption cash	6	840.12			$1,050.15
Coal lands	1	316.51			3,165.10
Excess payments	9	17.94			22.43
Original desert	77	15,239.88			3,810.00
Final desert	42	(13,222.71)			12,662.71
Homestead (commuted)	16	(2,160.67)			2,700.84
Timber culture (commuted)	18	(2,877.54)			3,596.93
Total cash sales	169	16,414.45			27,008.16
Final timber culture	4	(640.00)	$16.00		16.00
Homestead entries	151	22,620.00	858.20	$1,445.00	2,303.20
Final homesteads	29	4,197.00	157.36		157.36
Coal applications	36		108.00		108.00
Soldiers' declaratory statement	1		3.00		3.00
Amount received for reducing testimony to writing			397.56		397.56
	390	43,231.45			29,993.28
Incidental expenses					272.50

Roswell land office—Continued.

County.	Subject to entry, surveyed.	Unsurveyed.	Total.	Area reserved.	Disposed of.	Tot cou
Chaves	4,400,000	1,761,000	6,161,000	274,000	219,000	6,
Donna Ana	230,500	.....	230,500	119,500	30,000	
Eddy	1,708,000	2,350,000	4,058,000	110,000	152,000	4,
Lincoln	2,790,000	1,906,000	4,696,000	557,000	130,000	5,
Socorro	40,840	.....	40,840	1,020	1,240	
Total	9,169,340	6,017,000	15,186,340	1,062,420	532,240	16,

In addition to above, there has been set aside for reservoir pur by Chaves County 1,280 acres, and by Eddy County 6,300 acres. reserved lands in Donna Ana County are school, 15,000, and 10 Indian. In Lincoln County, school, 176,000; forest, 24,000, and mil and Indian, 357,000 acres.

TAXABLE PROPERTY.

The following is the assessed valuation of the real and personal erty in the various counties in the Territory for the year 189 should be taken into consideration, however, in connection wit value of real estate, that fully three-fourths of the lands of this tory held by private ownership consists of unconfirmed grants imperfect titles, and of such grants as have been confirmed by the of Private Land Claims, as heretofore set out in the report, such under the law are not subject to taxation until after final confirm of the title. The assessment for personal property would also be largely increased by the addition of the railroads, which are not a able under the laws of this Territory until six years from and afte completion of the road.

Below is submitted an itemized valuation of real estate, live s railroads, and miscellaneous personal property in the several cou

Counties.	Lands.		Houses and improvements.		Horses.		Mule	
	No.	Value.	No.	Value.	No.	Value.	No.	V
Bernalillo	.....	$2,572,290.00	.....	$1,286,154.00	3,000	$67,249.00	350	$11
Chaves	121,047	507,632.00	.....	141,295.00	3,476	75,209.00	229	1
Colfax	1,395,600	1,746,000.00	.....	339,252.00	4,350	89,860.00	250	7
Donna Ana	90,638	529,270.00	.....	408,260.00	2,146	44,920.00	106	4
Eddy	76,689	902,121.70	.....	362,787.00	6,086	107,384.00	451	31
Grant	.....	292,827.00	.....	663,640.00	7,630	169,043.00	316	10
Guadaloupe	.....	640,899.80	.....	53,783.30	2,450	46,636.50	127	3
Lincoln	77,703	329,807.00	.....	247,449.00	7,176	129,360.00	166	5
Mora	.....	646,742.00	.....	97,945.30	2,720	53,515.69	156	4
Rio Arriba	60,563	225,001.09	.....	99,127.65	2,250	47,900.89	116	4
San Juan	48,005	258,021.11	.....	73,255.59	2,664	62,263.48	74	2
Santa Fe	.....	586,054.04	.....	780,420.12	1,297	29,158.76	168	6
San Miguel	.....	2,014,925.71	.....	787,300.77	5,524	113,209.83	365	16
Sierra	279,525	176,466.53	.....	264,161.65	3,156	55,458.00	159	6
Socorro	443,370	494,978.90	.....	316,243.80	5,167	90,688.50	331	8
Taos	624,126	266,405.00	.....	5,090.00	1,500	31,200.00	100	5
Valencia	1,671,467	591,467.89	.....	102,883.00	3,031	49,957.00	260	6
Total	4,888,733	12,780,909.77	.....	5,969,048.16	63,623	1,263,613.65	3,724	140,

	Cattle.		Sheep.		Goats.		Swine.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.
....	9,000	$75,860.00	150,000	$162,000.00	570	$570.00	160	$812.00
....	74,311	449,213.00	54,973	110,871.00	137	151.00	207	742.00
....	46,510	465,100.00	108,456	157,780.00	1,883	1,883.00	490	1,685.00
....	31,628	231,040.00	14,238	16,494.00	1,440	1,620.00	165	310.00
....	40,175	272,835.00	29,158	60,170.00	2,691	3,399.00	414	1,519.00
....	134,984	822,565.00	21,652	31,102.00	9,124	9,295.00	629	1,946.00
....	29,445	203,937.00	128,260	163,420.15	1,740	1,805.00	71	194.50
....	90,372	542,233.00	59,576	80,692.00	10,408	15,112.00	1,213	2,426.00
....	10,978	87,251.99	118,597	142,728.63	5,200	4,754.36	575	1,105.39
....	3,795	35,691.50	116,458	106,262.11	2,955	2,596.09	219	334.78
....	5,499	51,245.86	17,927	18,930.92	539	574.90	372	1,242.16
....	3,056	26,784.33	48,334	45,308.29	2,950	2,765.33	214	531.51
....	104,095	815,127.86	217,471	263,412.23	9,704	10,543.90	413	1,263.91
....	20,463	112,889.40	6,230	7,184.05	6,971	9,986.92	153	438.75
....	93,441	484,127.00	76,193	69,023.70	5,004	4,503.60	.....	846.00
....	2,502	20,200.00	55,345	55,345.00	2,800	2,800.00	636	1,200.00
....	21,418	159,170.00	187,900	188,426.00	1,302	1,119.75	177	408.25
....	721,672	4,855,270.94	1,261,268	1,679,150.08	65,416	78,479.85	6,108	17,005.25

es.	Burros.		Carriages.		Wagons.		Machinery.	Books.
	No.	Value.	No.	Value.	No.	Value.		
.....	250	$2,815.00	.....	$20,145.00	.....	$14,112.00	$42,234.00	$12,862.00
.....	125	1,187.00	116	4,472.00	207	6,583.00	1,270.00	1,200.00
.....	156	900.00	195	5,720.00	473	10,830.00	57,200.00	1,300.00
.....	57	385.00	107	5,270.00	238	5,240.00	12,400.00	2,860.00
.....	49	455.00	151	5,496.00	336	10,568.00	2,300.00	1,685.00
.....	128	1,100.00	260	11,025.00	608	17,555.00	22,425.00	6,740.00
.....	780	2,798.00	79	2,344.75	467	7,335.00	1,853.00	85.00
.....	522	2,610.00	124	2,500.00	300	3,100.00	26,000.00	1,500.00
.....	316	688.47	199	4,255.98	642	9,192.46	10,487.11	281.38
.....	366	2,144.25	1,008	1,024.78	47	10,228.57	5,153.52	236.33
.....	81	347.49	89	1,781.19	413	7,827.03	6,255.23	375.03
.....	382	1,215.81	159	6,991.13	505	12,237.76	68,007.43	14,614.07
.....	950	3,182.57	340	11,275.28	1,064	20,093.55	43,671.31	10,375.12
.....	104	760.50	380	12,941.18	.....	.....	80,382.90	2,163.42
.....	.....	1,018.80	.....	10,394.10	.....	19,160.10	92,805.30	3,157.30
.....	216	525.00	90	2,800.00	390	8,100.00	4,590.00	600.00
.....	448	1,207.50	158	5,413.00	788	16,389.00	12,742.00	663.00
.....	4,930	23,340.39	2,555	113,849.39	6,478	$178,551.47	489,776.80	60,697.65

ı.	Merchandise.	Gold and silver plate.	Capital in manufactures.	Money.	Jewelry.	Household furniture.	Shares of stock.
....	$590,018.00	$2,913.00	$16,410.00	$57,114.00	$20,917.00	$90,310.00	$236,365.00
....	40,035.00	.....	.....	4,289.00	620.00	12,803.00	25,000.00
....	187,680.00	1,340.00	7,200.00	18,000.00	3,300.00	49,420.00	31,880.00
....	72,500.00	425.00	480.00	750.00	2,890.00	12,200.00	.....
....	107,515.00	495.00	.....	79,802.00	203.00	34,479.00	60.00
....	286,615.00	3,145.00	16,700.00	8,845.00	11,165.00	82,145.00	103,430.00
....	14,611.00	.....	.....	2,173.00	355.00	8,462.00	955.00
....	75,434.67	1,120.00	.....	5,500.00	1,621.00	27,200.00	190.00
....	62,307.16	154.52	.....	7,681.95	2,347.69	17,406.44	.....
....	38,814.74	68.44	14,294.44	6,432.77	1,773.80	7,414.57	450.75
....	11,736.90	32.40	2,851.20	1,000.35	764.03	9,567.92	332.10
....	178,417.22	5,663.77	.....	30,871.39	5,335.68	64,395.63	146,328.14
....	305,390.92	.....	6,318.88	19,656.08	9,853.26	104,732.84	164,895.15
....	81,195.08	1,560.00	.....	74,083.47	4,992.98	25,133.55	610.35
....	125,493.30	4.50	652.50	1,572.30	5,765.30	28,020.60	91,512.90
....	40,520.00	1,515.00	.....	6,125.00	1,050.00	8,120.00	9,000.00
....	56,596.00	2,294.50	200.00	6,122.25	2,110.00	21,967.00	3,680.00
....	2,274,879.99	20,731.13	65,107.02	330,558.51	75,063.74	513,777.55	814,689.39

Counties.	Accounts, notes, etc.	Tools.	Railroads.	Property not specified.	Musical instruments.	Bonds, warrants, etc.	Total.
Bernalillo	$42,916.00	$8,714.00	$1,027,440.00	.....	$15,857.00	.....	$6,377,277.00
Chaves	26,927.00	6,537.00	.....	$13,732.00	3,548.00	.....	1,446,002.00
Colfax	20,330.00	8,660.00	615,398.60	1,001.40	5,400.00	.....	3,834,620.00
Donna Ana	6,400.00	5,440.00	1,260,178.00	105,371.00	4,620.00	.....	2,733,563.00
Eddy	37,870.00	12,885.00	.....	12,821.00	5,662.00	.....	1,997,095.70
Grant	2,115.00	6,200.00	1,201,042.00	332,040.34	10,475.00	$5,100.00	4,129,468.34
Guadaloupe	1,626.00	1,715.00	.....	7,712.00	283.00	.....	1,166,120.00
Lincoln	40,444.00	1,780.00	.....	.....	4,650.00	.....	1,546,588.67
Mora	31,310.75	7,001.71	223,120.56	11,680.97	1,046.42	.....	1,427,476.94
Rio Arriba	.....	3,849.63	405,072.41	4,688.17	632.33	4,034.85	1,027,277.00
San Juan	2,928.15	844.83	259.94	4,957.21	1,131.98	20.25	520,844.60
Santa Fe	30,155.22	2,326.63	554,655.92	24,915.45	5,526.91	2,571.29	2,631,898.00
San Miguel	23,199.49	5,759.86	718,223.99	463,222.91	9,644.71	17,515.29	5,954,079.00
Sierra	19,396.82	6,102.53	434,226.06	.....	3,537.20	.....	1,380,097.52
Socorro	13,311.00	976.60	762,423.00	308,556.50	3,370.50	.....	2,935,968.00
Taos	8,520.00	5,000.00	203,630.00	.....	1,000.00	.....	688,335.00
Valencia	24,578.82	4,386.50	144,147.49	378,577.00	1,787.00	.....	1,783,133.95
Total	332,028.25	88,179.29	7,549,820.97	1,670,175.95	78,172.05	29,241.68	41,574,844.81
Add exemptions to heads of family under section 1, chapter 6, Laws of 1893, on total valuation							2,055,400.00
Total							43,630,244.81

Upon the foregoing property the following is the rate of assessment, for the year 1894: For Territorial purposes, 6 mills on the dollar; for casual deficit bonds, interest, 25 mills on the dollar; for Territorial institutions, 1.50 mills on the dollar; for cattle indemnity fund, half of 1 mill on the dollar; for public schools, 2 mills on the dollar.

I herewith submit from the Territorial auditor a statement showing the amount of warrants issued during the forty-fourth fiscal year from March 6, 1893, to March 3, 1894, and the purposes for which the same were issued.

Statement showing the amount of warrants issued during the forty-fourth fiscal year from March 6, 1893, to March 3, 1894.

Penitentiary and current expense fund:		
Pay of officers and employees—		
From annual appropriation, forty-third fiscal year	$392.23	
From annual appropriation, forty-fourth fiscal year	6,701.38	
From convicts' earnings, forty-second fiscal year	370.48	
From convicts' earnings, forty-third fiscal year	304.03	
From convicts' earnings, forty-fourth fiscal year	2,261.76	
From special deficit, forty-fourth fiscal year	367.33	
Maintenance and repairs—		
From annual appropriation, forty-third fiscal year	1,118.37	
From annual appropriation, forty-fourth fiscal year	9,671.44	
From annual convicts' earnings, forty-third fiscal year	1,643.32	
From annual convicts' earnings, forty-fourth fiscal year	4,504.08	
From special deficit, forty-fourth fiscal year	2,790.48	
		$30,124.9[illegible]
Capitol current expense fund:		
From annual appropriation, forty-second fiscal year	76.71	
From annual appropriation, forty-third fiscal year	156.55	
		233.[illegible]
Salary fund:		
Paid superintendent public instruction, salary, etc.—		
From annual appropriation, forty-fourth fiscal year	1,710.00	
From special deficit, forty-fourth fiscal year	522.18	
Paid district attorneys, salary, etc.—		
From annual appropriation, forty-second fiscal year	45.00	
From annual appropriation, forty-third fiscal year	1,245.00	
From annual appropriation, forty-fourth fiscal year	4,147.99	
From special deficit forty-fourth fiscal year	247.01	

Salary fund—Continued.		
Paid solicitor-general, salary—		
From annual appropriation, forty-fourth fiscal year...	$1,393.20	
From special deficit, forty-fourth fiscal year.....	606.80	
Paid district clerks, salaries, viz—		
From annual appropriation, forty-third fiscal year....	2,886.85	
From annual appropriation, forty-fourth fiscal year...	11,144.59	
From special deficit, forty-fourth fiscal year.....	1,921.81	
Paid Territorial auditor and clerk, salaries—		
From annual appropriation, forty-third fiscal year....	37.69	
From annual appropriation, forty-fourth fiscal year...	1,801.02	
From special deficit, forty-fourth fiscal year.....	599.98	
Paid Territorial treasurer and clerk salaries—		
From annual appropriation, forty-third fiscal year....	48.97	
From annual appropriation, forty-fourth fiscal year...	1,626.31	
From special deficit, forty-fourth fiscal year.....	624.99	
Paid Territorial librarian, salary—		
From annual appropriation, forty-third fiscal year....	16.93	
From annual appropriation, forty-fourth fiscal year...	494.00	
From special deficit, forty fourth fiscal year.....	40.00	
Paid penitentiary board, and clerk, salary, etc.—		
From annual appropriation, forty-fourth fiscal year...	929.10	
From special deficit, forty-fourth fiscal year.....	116.67	
Paid district judges, salaries, viz—		
From forty-fourth fiscal year funds, salary, forty-third fiscal year.....	4,000.00	
From forty-fourth fiscal year funds, salary, forty-fourth fiscal year.....	2,639.23	
From special deficit, forty-fourth fiscal year, salaries, forty-fourth fiscal year.....	211.26	
		$39,154.58
Court fund:		
Amount paid on accounts filed by warrants drawn, as shown by Exhibit A, annexed to this statement, viz—		
From annual appropriation.....	7,914.39	
From special deficit, forty-fourth fiscal year.....	80.75	
		7,995.14
Miscellaneous fund:		
Amount paid on accounts filed by warrants drawn, as shown by exhibit B annexed to this statement, viz—		
From annual appropriation, forty-second fiscal year..	194.94	
From annual appropriation, forty-third fiscal year....	1,640.50	
From annual appropriation, forty-fourth fiscal year...	21,856.96	
Special deficit, forty-fourth fiscal year.....	4,391.60	
Total.....	28,084,00	
Paid employés thirtieth legislative assembly.....	172.00	
		28,256.00
Compensation of assessors' fund:		
Amount paid on accounts filed for commission on assessments of taxes and licenses in 1891, 1892, and 1893, viz—		
From forty-second fiscal year fund, assessment of 1891.	143.96	
From forty-third fiscal year fund, assessment of 1892.	3,022.32	
From forty-fourth fiscal year fund, assessment of 1893.	4,848.26	
From special deficit, forty-fourth fiscal year, assessment of 1893.....	1,210.71	
		9,225.25
Transportation of convicts:		
Amounts paid by warrants on accounts filed—		
From annual appropriation, forty-third fiscal year....	137.75	
From annual appropriation, forty-fourth fiscal year...	2,244.25	
Special deficit, forty-fourth fiscal year.....	145.25	
		2,529.25
Deficit 1889-'90 fund:		
Total amount paid.....		351.12
Sinking fund redemption of outstanding warrants:		
Total amount of warrants issued to pay interest on warrants during forty-fourth fiscal year.....		7,726.14

License fund:		
Accounts incurred	$792.00	
Contingent expenses, governor's office	36.12	
		$828.12
Territorial institutions, viz:		
University of New Mexico	12,610.44	
Agricultural College	4,000.00	
New Mexico School of Mines	4,765.06	
New Mexico Insane Asylum	12,500.00	
		33,875.50
Old district court certificates:		
Amount paid		21.70
Normal schools:		
To Las Vegas normal school	368.33	
To Silver City normal school	500.00	
		868.33
Normal institutes:		
Forty-fourth fiscal year accounts		458.50
Territorial purposes, forty-fourth fiscal year:		
To pay employés thirtieth legislative assembly		48.00
General fund:		
Warrants issued to pay accounts prior to March 4, 1889, in accordance with decision of district court, fourth judicial district		3,138.04
Total amount of warrants issued during forty-fourth fiscal year		165,576.95
From annual appropriations		151,698.13
From special deficit, forty-fourth fiscal year		13,878.82
Total		165,576.95

EXHIBIT A.—*Court fund, expenditures during forty-fourth fiscal year.*

County.	Jurors.		Witnesses.		Bailiffs.	Interpreters.		Stenographers.	Sheriffs.		Stationery.
	Forty-second fiscal year.	Forty-third fiscal year.	Forty-second fiscal year.	Forty-third fiscal year.	Forty-third fiscal year.	Forty-second fiscal year.	Forty-third fiscal year.	Forty-third fiscal year.	Forty-second fiscal year.	Forty-third fiscal year.	Forty-third fiscal year.
Bernalillo		$513.00		$39.00	$26.00	$256.00	$64.80	$32.40	$160.15	$177.97	$[illegible]
Chaves				1.00					140.71	77.00	3.13
Colfax		245.20		220.00			12.80			48.00	
Dona Ana	$6.00	58.50	$12.90	100.20						155.00	28.75
Eddy		239.00		38.50	8.00			16.00		250.00	16.50
Grant	6.80	38.90		44.40	68.00			19.80		33.75	18.65
Lincoln		232.30		24.50	10.70					84.00	22.00
Mora								42.00		172.50	20.00
Rio Arriba		18.85								156.23	3.00
San Juan		92.20		17.00						71.05	13.50
Santa Fe	2.00		1.00	2.00	64.14			19.80		183.70	18.75
San Miguel	96.40	879.50	115.00	6.50						125.95	60.10
Sierra	13.50	51.30		91.00						172.50	7.75
Socorro				156.75						50.00	35.50
Taos										44.00	5.00
Valencia		225.04	2.50				16.00	28.00	189.01	625.00	5.00
Total	124.70	2,593.87	131.40	740.85	176.84	256.00	93.60	158.00	489.87	2,426.65	348.06

	Forty-third fiscal year.	Forty-fourth fiscal year.	Special deficit.	Total.
Total regular court fund				$7,549.44
Supreme court fund:				
Per diem and fees of clerk		$143.30	$20.75	
Printing dockets	$6.00	20.95	15.40	
Printing briefs		49.05	12.75	
Printing rules of the supreme court		112.65	31.85	
	6.00	367.95	80.75	454.70
Total				7,995.14

EXHIBIT B.—*Miscellaneous fund, forty-fourth fiscal year.*

Subdivision of fund.	Appropriations, forty-fourth fiscal year.	Payments from forty-second fiscal year.	Payments from forty-third fiscal year.	Payments from forty-fourth fiscal year.	Payments from special deficit, forty-fourth fiscal year.
s office, postage, printing, etc	$900.00	.....	$109.00	$476.50	$93.30
, cataloguing, etc., old Territorial	600.00	.....	.....	280.00	.....
for deaf, dumb, and blind at Santa Fe	5,000.00	.....	380.00	2,598.69	345.00
f immigration	2,000.00	.....	.....	1,064.60	255.00
or wild animals killed	1,000.00	.....	458.50	517.30	66.70
Barela, for saving archives	200.00	.....	.....	106.45	25.50
r's office, contingent expenses	500.00	.....	.....	227.45	.....
l Society	400.00	.....	.....	195.05	.....
, St. Vincent's, at Santa Fe	6,000.00	.....	.....	3,784.99	764.80
, Sisters of Mercy, at Silver City	3,000.00	$49.94	155.27	1,609.80	382.50
, Grant County Charity, Silver City	3,000.00	.....	368.33	1,733.20	382.50
telief Society of Las Vegas	3,000.00	.....	110.00	1,455.63	382.50
r's office, postage, stationery, etc	100.00	.....	.....	46.40	.....
Territorial, purchase of books, etc.	2,500.00	.....	.....	30.00	.....
alary adjutant-general, etc	1,000.00	.....	15.30	532.30	118.80
school at Santa Fe	5,000.00	.....	.....	2,661.50	637.50
tax rolls, blanks, etc	750.00	45.00	.....	316.41	.....
report of superintendent public tion	500.00	.....	.....	266.15	63.75
laws and journals, thirtieth legislasembly	1,500.00	.....	.....	798.45	191.23
reports, etc. (chap. 74, Laws of 1893)	2,000.00	.....	.....	1,064.60	255.00
by governor for apprehension of als	1,000.00	.....	.....	400.00	.....
ons by governor, expenses in serv-	500.00	.....	.....	259.73	34.50
cretary bureau of immigration	900.00	.....	.....	489.05	110.95
al treasurer's office, postage, etc	740.00	.....	25.10	384.41	148.21
ng laws and journals, thirtieth leg- assembly	1,050.00	100.00	.....	558.92	133.86
g election returns	.....	.....	19.00	.....	.....
al	43,140.00	194.94	1,640.50	21,856.96	4,391.60
al miscellaneous	.....	.....	.....	.....	28,084.00

TERRITORIAL INDEBTEDNESS.

Territorial treasurer reports to me the following condition of the orial indebtedness, the revenue collected, the sources from which venue was derived, and the expenditures for the year, with the e in hand, June 30, 1894:

REVENUES.

aid by collectors	$233,375.20
id by district court clerks	9,774.23
ew Mexico penitentiary, convict earnings	173.39
port of United States prisoners	2,681.05
anitary board inspection fees and sale of strays	2,681.99
ial auditor, insurance company licenses	990.00
a Palace Car Company	40.73
ary banks, interest on deposits	1,833.54
or of New Mexico, balance of United States direct tax	648.00
otal	258,198.13

EXPENDITURES.

on public debt	$60,917.62
	26,556.19
tiary of New Mexico	24,301.80
xpenses	18,044.02
aneous expenses	72,048.03
ial institutions	39,487.50

Cattle sanitary board	$9,75[illegible]3.15
Words's Fair	7,50[illegible]0.00
Normal schools of New Mexico	1,30[illegible]6.84
Normal institutes	60[illegible]5.12
Total	260,52[illegible]0.27

The financial condition of the Territory at the close of the period was as follows:

Bonded debt	$925,000.00
Floating debt, outstanding old warrants	21,891.80
Total debt	946,891.80

Cash balance on hand June 30, 1894, less warrants outstanding, $139,899.24.

SETTLEMENTS UPON PUBLIC LANDS.

There has been no material change in regard to the settlement of the public lands during the present year. The immigration, while larger than any preceding year, has been limited by the financial condition of the country and the general depression of business. Its extent may more accurately be ascertained from an inspection of the reports of the business done in the several land offices, showing the number of homesteads, preemption, and other cash-entry sales, which have appeared heretofore in this report.

RAILROADS.

During the past year railroad building in New Mexico has been almost at a standstill.

The Pecos Valley Railroad, in the southeast, has, however, been extended from Eddy, in Eddy County, to Roswell, in Chaves County, a distance of nearly 100 miles. Arrangements are being made to extend the construction of this road up the Pecos River to a connection with the Atchison, Topeka and Santa Fe Railroad at a point near Las Vegas, a farther distance of about 170 miles. With this exception, the past year has witnessed no railroad construction in New Mexico.

STOCK-RAISING.

New Mexico has been greatly blessed during the past year with extensive rains. As a result grass is better and more abundant than for years. All classes of stock, therefore, are in first-class condition and this important industry is in very prosperous circumstances, as fair prices prevail. There has consequently been a great increase in the cattle and horse business. It is claimed by well-informed sheep growers that the lamb crop for the year will reach as high as from 98 to 115 per cent of the ewes in the Territory.

INDIANS.

There has been during the past year no material change in the condition of the Indians in the various pueblos and upon the various Indian reservations throughout the Territory. The experiment of the past year confirms the opinion, expressed in a former report, that the change in the policy of the Government, in putting an officer of the Army in charge, is salutary, and has greatly improved the Indian service.

The discipline maintained has been exceptionally good, the depredations committed by the Indians have greatly decreased, and for the first time in the history of the Territory an Indian located upon an Indian reservation has been arrested tried and convicted, and sentenced to the penitentiary for murder, while raiding upon the settlements in the vicinity of the reservation. This last was accomplished through the vigilant efforts of Lieut. E. H. Plummer, of the Tenth Infantry, U. S. Army, acting Indian agent, who, after the commission of the crime, compelled the Indians to arrest and surrender to the authorities of San Juan County the assassin of Mr. Welsh, a resident of that county. As a result of this conviction, depredations by these Indians in that county have almost entirely ceased.

PUEBLOS.

These Indians at all times are quiet and law abiding, and continue in about the same condition as in the past. Together with other people in the Territory, they have reaped the results of an auspicious season, and every village will be self-supporting as a result of the abundant products from their farms and stock. The title to the land grants of their various villages have almost all been confirmed by the Court of Private Land Claims and by special acts of Congress.

As bearing upon their condition, their advancement in agricultural knowledge, and the educational facilities afforded them, I submit the following extract from the report of Capt. John L. Bullis, acting agent at this place:

Population.—As no appropriation was made to take a census of the Pueblo Indians this year. I am unable to give their exact number, but I estimate a slight increase over previous figures given, which were 8,536 as the total; males over 18 years of age, 2,701; females over 14 years of age, 2,657; children between 6 and 16, 2,323.

The schools have had an improved attendance over previous years, showing more appreciation of the benefits that education is calculated to confer on their children. The number of Indian schools in connection with this agency is 13. Four of these are sustained and managed solely by the Government, viz, 1 at Santa Clara, 1 at Cochiti, 1 at Lagues, and 1 at Zia Pueblo. The remaining 9 are contract schools, viz, Ramona boarding school at Santa Fe; Lorretto boarding school at Bernalillo, and 7 day schools under the charge of the Roman Catholic archbishop, situated at the following pueblos: Taos, San Juan, Santo Domingo, Jemez, Isleta, Laguna, and Acoma. The total number of children in attendance at these schools during the past fiscal year ended June 30, 1894, was 538. In addition to the foregoing, there are day schools at several of the pueblos conducted by the Home Mission Board of the Presbyterian and Methodist Episcopal churches, but as they do not report to this office I am unable to give the statistics.

The pueblo of San Felipe has a good population of about 280, but no school whatever, and they have expressed a desire to have a Government day school established at their pueblo, stating that they would give the necessary land for school purposes, with water privileges for irrigation. I respectfully recommend that the Department authorize the required school buildings.

With regard to the condition of the Indians financially, there is considerable difference among the various pueblos; some of them are fortunate in possessing large tracts of fertile land, own a fair amount of property, principally in cattle, sheep, and goats; others, with smaller grants of land, inadequately watered, are poor, being scarcely able to sustain themselves. These Indians are all self-supporting, however, the Government merely providing useful articles of husbandry, etc., for the deserving ones.

As to the number of acres of land cultivated and the number of stock owned by them, I have no means of procuring even approximate figures. This also applies to the crops raised, which at this period of the season are not yet gathered. Information gained from visiting Indians leads me to suppose that they have met with ordinary success in their farming operations, and that the result will yield them enough for their own consumption during the coming winter, and in some cases a small amount to dispose of.

I have to report that troubles are constantly arising among these Indians as to the possession of their lands and water rights, owing to the encroachments of Mexicans

and Americans. The cutting of timber on their lands and the stealing of their stock are also fruitful sources of annoyance. The time of the agent is taken up with the settlement of these disputes, which are occasioned by the cupidity of their neighbors and the temptation to take advantage of their ignorance. I am inclined to believe that if the interests of these Indians were not attended to by the Government, as has been done heretofore, they would be in a few years dispossessed of a large portion of their lands by designing persons.

JICARILLA APACHES.

I can not more fully nor accurately describe the condition of this tribe of Indians than has already been done by Capt. Bullis in his report, which is herewith submitted for your information:

The census taken at the end of fiscal year, June 30, 1894, shows the total number of this tribe to be 842, showing neither increase nor decrease since the census of last year. Number of males above 18 years of age, 201; number of females above 14 years, 256; number of school children between the ages of 6 and 16, 240.

The health of the tribe during the past year has been very good. I am pleased to report that when sick almost all call upon the agency physician, very few patronizing the native medicine man.

Education.—There has been a decided improvement in this line, a greater number of old Indians evincing more interest in the education of the young than ever before.

They have expressed a wish to have a school established at the agency to which they could send their younger children and thus be able to see them more frequently. They allege that when small children are sent to distant schools they often become dissatisfied, "homesick, and often pine away and die." As their camps are scattered over the reservation, and many of them some miles distant, I would respectfully suggest that a boarding school be built at the agency sufficient to accommodate 75 pupils. I may state in this connection that lumber is very cheap, a sawmill in operation existing about 4 miles east of the agency.

They were greatly displeased last fall when, without their consent or even knowledge, their children whom they had sent to Santa Fe were removed to the Fort Lewis school, Colorado. Their objection arose from the fact that in going to visit their children at the latter school they would be obliged to pass over the reservation of their old enemies, the Utes.

Farming.—Although this is not a good farming country, seasons being short and rainfall not being sufficient to warrant crops in all years, there has been a great improvement in this direction. On account of the long continued drought very little grain or vegetables will be raised this year. The hay crop particularly will be very light.

During the past year about seventy log houses have been built, large tracts of land fenced, many fence posts set, and by far the greater number of families are now occupying and improving the lands which have been allotted to them.

Stock.—No loss of stock occurred during the past winter, plenty of wild hay having been cut by the Indians for severe weather. Horses, of which they have a great many, are in good condition. By buying and trading they have accumulated 2,200 sheep and 200 goats. These do well here, and I am inclined to believe that the Indians would make a success of sheep and goat raising if provided with these animals by the Government, which I respectfully recommend.

Much annoyance has been occasioned during the past year on account of the trespass of the sheep and cattle men who surround the reservation. Grass being good on, and poor off, the reservation, these people desire to drive or drift their stock across the same very frequently. Immediately after crossing they wish to return, and would, if allowed, spend the entire season in this way. They have been giving much trouble of late, scarcely a day passing without complaint by the Indians against them on account of their stock overrunning the lands of the latter. On the other hand, stockmen complain of Indians demanding pay on account of trespass or of killing the former's stock. The latter charge the Indians deny, and say it is a trumped-up statement done for effect. The Indians admit that some cattle may have been killed, but they say that "there are hungry Mexicans and Americans in the country, as well as hungry Indians; that all the bones that bleach in the sunshine or darken in the shade should not be accredited to the Indians."

Some of the employés and many of the police have been occupied a great deal of their time in driving trespassers off the reservation. In my judgment, much trouble could be avoided if outside stock were kept off the reservation entirely. I have advised stockmen to do this, and shall certainly insist upon it being done in the future. Many stockmen in the vicinity of the reservation look upon the reservation with very covetous eyes, and would resort to disreputable methods to have the Indians

removed therefrom; in fact, the Indians believe such a movement to have been already initiated.

Bona fide settlers.—There are about twenty families on the reservation known as bona fide settlers, all being Mexicans. Some years ago these Indians were sent to the Mescalero Agency, in the southern part of the Territory, with the understanding, as I believe, that if they were not satisfied they could again return to this their reservation. Subsequently, when they were returned, it was found that almost all available farming lands had been taken up by settlers, who still occupy the same. While many of these are good people, others are demoralizing, nonprogressive, and not far advanced in civilization. They depend upon living off the Indians, directly or indirectly, and are calculated to make mischief among them.

Sale of liquor.—It is a fact greatly to be deplored that many unprincipled persons in villages near the reservation make a business of selling and trading whisky to the Indians. Any violence or trouble that has occurred here in the past has been caused, directly or indirectly, by whisky. Great difficulty has been experienced in the attempt to secure testimony which would lead to the conviction and punishment of the parties guilty of selling intoxicants to Indians.

Agency buildings.—During the past year there have been a wagon house and a carpenter and blacksmith shop erected; both are good buildings. Almost all the agency buildings have been painted and are in good repair In addition to the buildings already existing at the agency a building is required as an office and dispensary for the use of the agency physician.

A number of new bridges, spanning streams and arroyos on the reserve, have also been built.

Turbulent element.—For about two years previous to October, 1893, some 200 indolent, restless, and discontented Indians of this reservation, under the leadership of Largo and Paseta, subchiefs, had been roaming over the counties of Mora and Taos in this Territory, and, although many efforts had been made to get them back to the reservation, they refused to go. They made themselves very obnoxious to the people inhabiting the country, often frightening women and children and killing stock. I went to see them last October, and finally succeeded in inducing them to return to the reservation, which they did about November 1, 1893, arriving at the agency in a most dilapidated and forlorn condition, many of them half naked and almost starved. Their needs were attended to, and many of them went to the lands which had been formerly allotted to them. They have remained on the reservation since; and although Largo, Paseta, and others threatened to leave during the last spring, they did not go, and the majority of their followers seem to be satisfied. There is, however, a restless element among these Indians which would be scarcely contented to remain long at any one place, no matter what the surroundings might be. They appear to have no ambition or desire to improve their condition, and expect to tide over their wants at the issue house, and to move their tepees wherever they can find the most shade in summer and the greatest amount of sunshine in winter.

In conclusion, I take great pleasure in stating that people who have lived near them and have been intimately acquainted with these Indians for many years have informed me that they are, on the whole, in better condition in every respect than ever before, possessing better stock in larger numbers, more and superior houses and outbuildings, and are far more interested in fencing, holding, and improving their lands than at any time in their previous history.

I am happy to report in this connection that since the appointment of Capt. Bullis as agent for these Indians he has been able to prevent their leaving the reservation and marauding upon the surrounding country to a much greater extent than had been possible theretofore. There have been very few complaints on this account during the past year.

MESCALERO APACHES.

I submit herewith the report of the agent for these Indians, Levi F. Burnett, captain of the Seventh Infantry, U. S. Army, dated July 27, 1894.

The census of June 30, 1894, shows the following number of Indians belonging to this agency: Males, 193; females, 261; total, 464. Children who have attended school during past year at the agency school, boys, 27; girls, 18; total, 45. School at Grand Junction, Colo., boys, 7. School at Fort Lewis, Colo., boys, 18; girls, 7; total, 25. Total at the three schools, 77.

The number of acres of land cultivated by Indians is 327; number of acres tillable on reservation, 500. Amount of stock owned by Indians, horses, 795; cattle, 124; burros, 146; mules, 10; sheep, 11; fowls, 41.

These Indians are improving every year. Nearly all the men show a disposition to cultivate the ground and earn money, but their farms are so small they can not do much. There are a good many widows and old women who have no land, and would not be able to cultivate it if they had it. These Indians could not live without rations and clothing from the Government. They are quiet and peaceable. Sometimes they drink "tiswin" and have quarrels among themselves. No complaints have been made by white men against them during the past year. These Indians will give no trouble as long as they are treated right and the white men kept off their reservation with their sheep, cattle, and horses. These Indians do not want other persons' stock eating up the grass needed for their own stock.

THE NAVAJO INDIANS.

The following report from Lieut. Plummer, the agent in charge, fully sets forth the facts as to this by far the most numerous and important Indian tribe in this Territory:

The condition of the Navajoes has not improved materially since last report. They are poorer than at this season last year. Many are starving. They are asking what is to become of them this winter; asking if they are to be left to starve to death. Many of them who come to the agent's office show unmistakable signs of starvation. Most of them have lost their entire crops of corn this season. This is often their only food except mutton.

The continued low price of wool and the worthlessness of pelts seriously affect these poor people. A Michigan farmer thinks it does not pay to keep sheep unless the wool pays $1 per head. The Navajoes are receiving from 3 to 15 cents per head. the sale of wool being their main source of support. The above comparison will give an approximate idea of their condition financially.

Habits.—There is apparently a slight tendency toward an improvement in the habits of these people, an inclination to make homes and farms. This tendency to change is due to several causes, one, the chief perhaps, being their poverty and suffering, driving them to seek subsistence from other sources than their flocks.

Progress.—It has been considered for years that the Navajoes were self-supporting. This theory has been erroneous for the past few years, and has been a misfortune to the Navajoes, for it has led to their being neglected and allowed to become pitiably poor and driven to thieving and starvation.

When the size of the tribe and the extent of country over which it is scattered is considered, the appropriation of $7,500 annually for "support and civilization" appears, as it is, entirely inadequate and unjust.

Here again, as in their habits, there seems a tendency toward improvement. The increase of more than 100 per cent in the number of children in schools is a decided step in progress. The often-expressed desire for education of their children is another. The visit of a party of chiefs and leading men of the tribe to Chicago and the Columbian Exposition may be considered the leading factor in these changes.

Agriculture.—The additional farmer stationed at the agency was kept in the field from the time spring work could be commenced until crops were in. He assisted in opening and constructing ditches, constructing reservoirs, and breaking up and seeding land. He worked out from the agency about 75 miles to the northwest and about 35 miles to the west. He found the Indians willing and anxious to have the work done; willing and ready to render all assistance in their power; eager to learn. Many of them stated that they had never been assisted before. They came for miles to beg to have a small piece of land plowed for them. They were easily satisfied and contented when a fair portion of the limited time of the farmer was devoted to their work, though he accomplished only a small part of what they wished. Their gratitude was a continual surprise as well as their eagerness and devotion to work. There is no doubt that if properly assisted now, when they feel so strongly the need of agricultural resources, soon they would become self-supporting.

Education.—The educational value of the visit of the chiefs to Chicago can scarcely be appreciated by anyone except those who have seen the results. The party was made up of chiefs and leading men so selected as to have the effect as widely spread over the reservation as possible. The results have been far beyond what was hoped for.

The enrollment of the agency boarding school increased to 206 during the school year, an increase of more than 100 per cent. In addition to the enrollment at the agency school about 15 were enrolled in the school at Keams Canyon, the parents requesting permission to place them there, nearer home. One of the chiefs living on the San Juan River told me that if we would build a school on the San Juan, so the parents could see their children and be near them, they would put as many children

in school there as were in the school here, at that time about 100. This man was one of the Chicago party.

Preliminary arrangements were made with a view to opening a day school at Bluff, Utah, on the reservation. The Indians in the vicinity were much interested and pleased at the prospect. They are practically isolated from the school here. The project was abandoned on account of the limited appropriation not being sufficient to erect suitable buildings at that place. Where lumber is $75 to $80 per thousand and other material and labor in proportion a thousand-dollar limit for a day school building is entirely too low.

Missionary work.—Mr. S. E. Snider has succeeded Mr. Riggin as the representative of the Methodist Episcopal Church at this agency. Owing to the limited appropriation for the support of the mission, Mr. Snider has accepted employment with Mr. Vincent, in connection with the development of water on the reservation, pending the appropriation of sufficient funds to support the work.

Mrs. M. L. Eldridge continued in her excellent work on the San Juan River, administering to and caring for the sick, and assisting the Indians in every possible way. In one instance she saved the life of a woman who had been given up to die by the Indian medicine men. The benefits of her work are evident in many ways. Some of the most desperate characters of the tribe who have come under her influence have developed into steady, hard-working men. She has recently accepted the position of field matron, and will continue her work at the same place.

Road making and repairs.—The roads of the reservation are generally very good, and only such changes and repairs have been made as were necessary at crossings, arroyos, etc.

Court of Indian offenses.—The service performed by the members of the court has been very satisfactory.

Allotments.—No allotments have been made on this reservation.

Irrigation.—Work has been commenced on the development of water, construction of irrigating ditches, etc., but is progressing so very slowly that there is danger of the appropriation being consumed in salaries and the Navajoes being left little or no better off than at present.

Events.—So far as known only one murder was committed by Navajoes during the year. Mr. D. M. Smith, a storekeeper, living near Defiance Station on the Atlantic and Pacific Railroad was murdered by a party of Navajoes. The murder is supposed to have been the result of a drunken, gambling row.

The event of the year for the Navajoes, and the source of many of the changes in them for the better, was a trip of a party of chiefs and headmen to Chicago in October. Funds for the expenses of the trip were raised by private subscription. Mr. Herbert Welsh, secretary of the Indian Rights Association, raised $700. Bishop Kendrick, of the Episcopal Church of New Mexico and Arizona, contributed $100, and the Ladies' Auxiliary of the Episcopal Church of Westchester, N. Y., contributed $100. Through the efforts of Mr. George T. Nicholson, general passenger agent, Mr. W. F. White, traffic manager, and Mr. John J. Byrne, assistant traffic manager of the Atchison, Topeka, and Santa Fe Railway, and the kindness of Prof. Putnam, of the Department of Ethnology, the party was permitted to camp in the grounds of the Exposition, giving the Indians a great advantage in seeing the fair. This was enhanced by the marked courtesy of all the officials and exhibitors who rendered every assistance toward giving the Indians all instruction and opportunity possible to learn and see wherever it could be done.

The benefit of this trip has been far greater than anticipated. An incident of the trip will illustrate of what benefit this trip was, aside from the educational value to the chiefs, and through them to the tribe, awakening a desire to be better and more like the whites. Soon after leaving Kansas City the interpreter told me that the chiefs wanted to speak to me. They commenced the conversation by saying that they saw now that they were mistaken. They had supposed there were no white people in that part of the country. Their ancestors told them that they had been all over that country and that there were no white people there. This accounts in a most natural way for the theory prevalent among the Navajoes up to this time that they were more numerous than the whites and could whip them in war. It was only natural that those ignorant people should believe their parents until convinced to the contrary by their own observation.

Recommendations.—The purchase of a liberal amount of seeds, wagons, plows, and fence wire; the employment of at least eight additional farmers next season, to enable the Indians to start after the development of the water; the Government control of trading stores; the purchase of Navajeo blankets for all Indian schools, to give the Navajoes a profitable market for their wool, and the erection and maintenance of two sawmills, on the northeastern and northwestern portions of the reservation, are the recommendations for the general good of the people; and it is earnestly recommended that the boarding school at this agency be put on a footing with non-reservation schools and given such equipment and attractions as will make it the

pride of the children and their parents. If this is done promptly there will soon be an attendance of over 1,000 pupils.

The time will soon come when this tribe, which is rapidly increasing, must spread out more and more among the whites. The people are now showing a strong inclination to have their children prepared for this time, and the Government must be responsible if they are not met and encouraged.

I desire to urge upon the Department that the farmers appointed to aid the Indians upon this reservation should be men not only familiar with general agriculture, but also with irrigation, the climate and soil, and the Indians themselves.

I desire to call the special attention of the Department to the statements of Lieut. Plummer as to the progress made in the development of water upon this reservation. The failure to press the enterprise vigorously can only result in the wasting of the appropriation made for this purpose, to the injury of the Indians and the surrounding settlers. I desire to renew the suggestion made in my former report that immediate steps be taken to develop, at the earliest possible moment, the water supply on the reservation. From information received from the agent, and from other reliable sources, I very greatly fear that as now managed the Indians will reap but little benefit from this appropriation, and that it will be injudiciously expended without materially improving or developing the water supply so necessary for their maintenance and support. I would suggest that a change be made in the superintendent in charge of this work.

WHISKY TRAFFIC.

The traffic in whisky, which has been the cause of so much poverty among the Navajoes and has led to so much crime in the past, has during the past year largely decreased. It is known, however, that in several localities in the vicinity of this reservation there are small communities which derive their means of support almost entirely from this source. The most rigid effort ought to be taken by the Department to see that persons engaged in this business be brought to justice and the traffic ended.

PUBLIC SCHOOLS.

I am happy to report that the condition of the public schools of the Territory is one of increased prosperity. Since my last report the number of teachers has increased: their efficiency has become greater, and the course and methods of instruction have been greatly improved. One of the means by which the usefulness of the corps of teachers has been widened has been the holding of four normal schools during July and August, 1894, under the auspices of the Territorial board of education. These schools were held at Chama, Los Lunas, Mora, and Roswell. They were well attended and ably conducted.

following table, compiled from the reports of the various county superintendents July 1, 1894, is submitted for information:

ity.	No. school districts.	Teachers.			Enrollment.			Average daily attendance.		
		Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
.....	51	34	41	75	1,758	1,359	3,117	1,116	949	2,065
.....	4	3	5	8	103	100	203	61	59	120
.....	30	20	22	42	806	728	1,534	538	520	1,058
a	31	11	19	30	.....	.....	1,185	.....	.....	834
.....	12	9	8	17	273	332	605	205.	276	481
.....	37	11	31	42	824	647	1,471	510.2	424.4	934.6
pe	18	10	3	13	291	182	473	229	136	365
.....	42	3	4	7	105	70	175	53	36	89
.....	35	18	5	23	672	458	1,130	498	337	835
a	40	36	5	41	1,467	796	2,263	978	379	1,357
.....	22	12	7	19	317	192	509	295	220	515
l	69	49	36	85	2,234	1,516	3,750	1,643	1,137	2,780
.....	29	24	13	37	701	438	1,139	708	492	1,200
.....	12	10	6	16	357	279	636	189	142	331
.....	49	34	15	49	1,288	899	2,187	756	563	1,319
.....	28	27	5	32	880	438	1,318	691	337	1,028
.....	17	.....	.....	19	.....	.....	.....	.....	.....	.....
.....	37	15	2	17	587	323	910	315	137	452
l	553	326	227	572	12,663	8,757	22,605	8,785.2	5,944.4	15,736.6

ounty.	Number of scholars between 5 and 20 years.			Number of schools.	Average number months taught.	Value of property of private institutions.	Receipts.	
	Male.	Female.	Total.				Balance for 1893.	From county school fund.
.....	3,038	2,612	5,650	55	5	$357,400	$13,608.68	$5,866.22
.....	252	200	452	7	5	.....	227.35	6,322.18
.....	1,483	1,364	2,847	31	4¾	.....	.....	.....
a	.....	.....	3,115	23	5	.....	5,001.85	2,632.20
.....	468	430	898	11	5¾	.....	11,090.07	17,802.53
.....	1,507	1,278	2,985	49	3½	34,850	1,878.05	9,684.68
pe	751	621	1,372	13	2	.....	1,567.96	.....
.....	887	1,034	1,921	7	4½	.....	1,188.81	2,357.58
.....	1,459	1,271	2,730	23	3	.....	1,855.07	238.06
a	1,834	1,645	3,479	39	6	.....	4,153.10	6,267.76
.....	393	264	657	17	3½	.....	536.73	.....
l	3,430	2,805	6,235	79	3½	93,500	5,786.65	3,883.60
.....	1,757	1,523	3,280	31	4	.....	4,199.39	2,908.38
.....	529	437	966	15	3½	.....	1,547.81	2,697.60
.....	1,934	1,531	3,465	47	3½	41,500	7,236.11	3,366.04
.....	1,601	1,262	2,863	31	6	.....	3,207.54	3,657.73
.....	.....	.....	900	.....	.....	.....	.....	5,500.00
.....	1,028	746	1,774	14	5½	.....	2,643.54	2,100.00
l	22,351	19,328	45,389	492	4	.....	65,778.71	75,279.56

unty.	Receipts.		Expenditures.				
	Poll tax, fines, etc.	Total.	Teachers' wages.	Rent, fuel, etc.	School houses and grounds.	On hand.	Total.
.....	$3,973.85	$23,448.25	$13,960.33	$3,258.13	$654.09	$5,503.10	$23,375.65
.....	.....	6,599.53	1,922.50	455.89	2,869.29	1,351.85	6,599.53
.....	.....	.....	.....	.....	.....	.....	.....
a	4,229.21	11,864.26	6,741.80	980.50	785.37	3,256.37	11 764.26
.....	.....	28,892.60	4,936.25	797.26	9,279.65	13,879.54	28,892.70
.....	9,276.67	20,839.40	14,914.00	2,458.43	1,150.24	3,848.79	22,371.46
pe	730.00	2,357.96	1,184.77	287.12	152.66	733.41	2,357.96
.....	2,114.49	5,660.88	3,507.63	116.32	68.70	1,468.23	5,160.88
.....	1,806.30	3,899.43	2,468.88	146.52	105.70	1,178.23	3,899.43
a	1,562.18	11,983.04	3,536.90	1,093.58	21.40	7,332.16	11,984.04
.....	1,539.33	2,076.06	1,107.68	125.73	148.90	513.65	1,895.96
l	8,331.81	18,007.06	12,414.16	997.15	2,881.66	1,709.19	18,002.16
.....	7,323.11	14,424.88	3,400.88	509.37	.....	10,504.64	14,424.89
.....	3,065.50	7,310.91	4,951.00	1,055.53	522.50	981.88	7,310.91
.....	5,203.93	15,806.08	10,741.90	2,647.36	481.60	3,195.71	17,066.57
.....	1,504.14	8,369.41	4,044.00	1,250.98	620.06	2,454.43	8,369.41
.....	.....	5,500.00	.....	.....	.....	.....	.....
.....	218.15	5,461.66	2,236.08	267.55	.....	2,958.06	5,461.69
l	51,438.17	192,496.44	92,068.76	19,457.52	19,541.76	60,869.46	188,937.50

TERRITORIAL INSTITUTIONS.

The Territorial institutions are all in a more or less flourishing condition.

The agricultural college situated at Las Cruces, and the university situated at Albuquerque, are both well attended and being successfully conducted; the enrollment for the former for the current year is already 114. The school of mines at Socorro, owing to the small appropriation, has not been so successful as had been hoped. The drawback which has led to this condition will, I hope, be remedied in the near future.

The last legislature provided for the establishment of normal schools at Las Vegas and Silver City; at the former point the building is now in course of construction, and will be opened during the coming year. At Silver City the corner stone of the building was laid September 14, 1894. This building is to cost $10,800, the ground having been donated by the municipal authorities of Silver City. The building is to be completed by February 1, 1895; meanwhile the normal school is being held in rented quarters, having opened its first session September 3, under very flattering auspices, with 57 applicants for admission and 2 professors.

The asylum for the deaf and dumb and blind, situated at Santa Fe, is being well conducted. From the report of Mr. Lars M. Larson, the superintendent, made to me August 15, 1894, I quote as follows:

This institute was fully organized by having two educational departments, one for the deaf and the other for the blind. Its first term commenced in September last, and had continued in its session for forty weeks. There have been 24 pupils in attendance at various times since its establishment. During the past year there were 10 deaf pupils and 6 blind ones in attendance. There are other mute and blind children living in different parts of this Territory desiring to come to the institute to receive an education, but they are unable to do so because they have no means to clothe themselves to come to school and to pay for their transportation from their distant homes. There has been great progress in the school work during the past year; the pupils have been making excellent progress in their studies, and great improvement in written language and reading English. The course of common-school study has been pursued here with good results. The methods of instruction employed here are the same as in the States. The sign language is used as a means of imparting knowledge. The health of the pupils has been uniformly good; no sickness has occurred in the institute during the past scholastic year.

The present building, which I erected and paid for out of my own means, was sold, with nearly 6 acres of land attached to it, to the Territory for the use of the institute; many substantial improvements have been made about the buildings during the past year, and good things for various uses in the school were secured for the institute, thus making it an excellent, comfortable, pleasant, and home-like boarding school of learning. This institute has a well-selected library for the benefit of the pupils. No trades are taught in the institute at present. One hundred and fifty shade and fruit trees and berry plants, cuttings of vines, etc., have been set out and kept growing. I think the culture of fruit and all kinds of gardening should be taught in this institute.

According to reports from the public schools throughout the Territory, there are now 56 deaf youths and 26 blind children growing up in ignorance and needing education sorely. They are clearly entitled to be educated on an equal footing with those who are not afflicted. Their education is especially difficult. They can not be taught well in public schools, and there must be a special school established for their benefit. This institute is not considered as an asylum nor a public charity, but a school to educate the deaf and the blind for their future usefulness, independence, and citizenship.

We never liked the present title given this institute by the last legislature, and want it changed to a more appropriate name. It means a charitable institution, to care for and feed unfortunate persons for nothing; our institution is not such an asylum in any sense.

An appropriation of $5,000 a year was granted to this institution by our last legislature for its full maintenance. This institute will reopen next month with an

increasing number of scholars, and the outlook for the coming term seems to be more promising than ever before.

The New Mexico Military Institute, situated at Roswell, has done excellent work during the past year. The report of the superintendent, Col. J. E. Edgington, for the year ending May 18, 1894, under date of July 27, 1894, is submitted below for information:

School opened September 5, 1893, with an attendance of 47. During the year we enrolled 54. We had a most successful year's work, with a faculty of 7. In the institute we taught military tactics, athletics, Spanish, Latin, Greek, and the usual branches taught in a school of this character. Interest in the course of study increased to the last, culminating with a successful commencement, which closed with field day sports, military exercises, and awarding of prizes. We had as equipments 40 Springfield rifles, with belts, bayonets, etc. We taught nine months, giving ten days holiday at Christmas.

The insane asylum at Las Vegas has been conducted with care and ability and is one of the most useful of our public institutions. Below is a report from Mr. G. A. Rothgeb, secretary and treasurer of the institution, made to the board of directors, for the time between the organization of the board, March 18, 1890, and March 31, 1894:

AMOUNTS RECEIVED.

From Territorial treasurer up to March 31, 1894	$56,850.00
From sundry persons on account of pensioners	426.50
Total received	57,276.50

AMOUNTS DISBURSED.

Building and improvements	$40,084.10
Furniture	2,017.20
Incidental expenses	4,529.79
Salary	4,605.53
Provisions and supplies	4,384.52
Drugs, etc	234.80
Stationery, etc	202.60
Sundry expenses of pensioners	260.30
Balance on hand (treasurer)	957.66
Total disbursed	57,276.50

The New Mexico penitentiary, under its efficient superintendent, Mr. E. H. Bergmann, has been conducted upon a plan of strict discipline, accompanied by a due regard for the health and reformation of the individual prisoner. The following report is submitted by the superintendent for the period from July 1, 1893, to June 30, 1894:

On July 1, 1893, there were in confinement		146
From that date to June 30, 1894, we received, from the following counties, viz: Bernalillo, 14; Chaves, 1; Colfax, 5; Donna Ana, 5; Eddy, 2; Grant, 6; Lincoln, 5; Mora, 2; Socorro, 9; San Miguel, 25; Santa Fe, 7; San Juan, 1		82
Total		228
Discharged by expiration of term	65	
Pardoned	9	
		74
Leaving in prison on June 30, 1894		154

Escaped, 4; all recaptured.

Of the number received during the year, 71 were white males; 3 colored males; 4 Indian males; and 4 white females. Of these 76 were committed on first sentence, and 6 on second sentence.

The largest number in prison during the year was 156, and smallest 113, making a daily average of 130 convicts.

Discipline.—The prison discipline could not be any better. Rules and necessary regulations are strictly enforced and without degrading the convicts. The severest punishment resorted to in this prison is by confinement in the "dark cell" on bread and water diet. In a few cases convicts have been adorned with a ball and chain. This last mode of punishment has been for attempts to escape; but in one instance it became necessary on account of incorrigibility.

The greater number of the convicts are well behaved; and kind, humane treatment is all that has been required to keep up a high standard of prison discipline.

I am gratified in stating to your excellency that all officers and employés have never forgotten the injunction to treat all convicts kindly, and under no circumstances to allow themselves to use harsh, much less profane, language. All of our endeavors have been directed to make the inmates of the penitentiary better, if possible, and not worse.

Moral and religious.—Divine services are conducted in the penitentiary chapel every Sunday afternoon by Rev. W. Williams and other Protestant ministers of the gospel, and on the third Sunday of each month the Rev. J. H. Defouri, chaplain of the penitentiary, hears confessions and conducts Roman Catholic services. A Sabbath school, conducted under the auspices of Rev. W. Williams, has been established also, and a male choir of many voices has been encouraged to practice every Sunday morning. All of the divine services, Sabbath school, and singing class are eagerly attended, and much enjoyed by the convicts.

Sanitary.—The sanitary condition of the penitentiary has been excellent, and if owing in no small degree to general cleanliness, good ventilation, purification of the drinking water, a sufficiency of wholesome and nutritious food, and ample physical exercise. I am happy to state that no deaths have occurred in this prison since October, 1892.

Employment.—The principal avocations of the prison during the past year have been as follows, viz: Tailoring, shoemaking, blacksmithing, carpentering, and masonry. All articles manufactured were exclusively for the use of the penitentiary. The greater number of the convicts were employed, during the season, in brickmaking. Outside of the enormous loss sustained by heavy rains, 1,250,000 good merchantable bricks have been manufactured; and 1,555 feet, 18 feet high above foundation, and 2¼ feet wide, of solid brick wall; four watchtowers, 30 feet high; and an arched gateway with watchtower were erected. In the construction of this wall, etc., 1,168,587 brick nearly 1,000,000 pounds of lime, and 1,437 $\frac{2}{33}$ perches of rock were used, limestone and rock being quarried by convict labor. In fact, all improvements made during the year were made by convicts, and not one cent has been expended for skilled labor or mechanical assistance.

Improvements.—There have been many and very valuable improvements added to the prison within the past year. They are permanent, and were much needed. In order to form an adequate idea of the magnitude of these improvements and their value, I subjoin a list of the most important ones and their respective values. They are as follows, viz:

1,555 running feet of brick wall, 4 watchtowers, or 1,168,587 brick, at $10 per 1,000, laid in the wall	$11,685.87
1,437 $\frac{2}{33}$ perches of stone foundation, at $2.50 per perch	3,692.50
550,000 common brick on hand, at $5 per 1,000	2,750.00
New hospital building	7,326.18
New laundry, including plumber's work	175.00
New bathroom	500.00
New ice house	162.00
New hogpen	250.00
Arched gateway and electrical appliances, etc	500.00
700 feet 10-inch sewer pipe (500 feet laid down)	500.00
2,200 fire brick, at $35 per 1,000	77.00
New iron bunks for cell house	120.00
Furniture for the use of prison	115.00
Renovation of boiler and boiler house and steam pipes	400.00
Machinery for pressing sewer pipe	350.00
Renovation of main building, calcimining, painting, and plumbing	250.00
Pottery kiln for burning sewer pipe	300.00
Hotbeds, water piping for irrigation	125.00
All other improvements during the year	500.00
Total	29,778.55

Earnings.—The earnings of the penitentiary for the term above mentioned amount, in the aggregate, to $5,676.55, of which $4,247.10 are still due from the U. S. Govern-

ment. This amount of $5,676.55 consists of earnings proper, the principal source of which is the support of United States prisoners, and does not include labor done by the penitentiary on its own account, in making improvements or otherwise.

The cost of guarding prisoners has been 29 cents per man per day, the cost of convicts' subsistence 12 cents, and the cost of clothing 2 cents. The convicts have been well fed and clothed.

PRIVATE SCHOOLS.

Prof. Elmore Chase resigned the superintendency of the Ramona Indian school a few days after submitting the following report. Gen. Edward Hobart has been selected to fill the vacancy. His report bears date of September 5, 1894, and is for the fiscal year ending June 30, 1894, as follows:

The original contract for the school was for 50 pupils, but was subsequently enlarged to 65 on the recommendation of the Pueblo Indian agent, because of the great number of applications for admission to this school on the part of the Indians themselves. Twice under the supplementary contract the school overflowed the contract number, and was relieved once by permission from the Indian Office by turning the excess over to the U. S. school in this city (Santa Fe). The fact that the Indians themselves seek to place their children in school shows their rapid progress in the matter of education. The only limit to the growth of the school is room for the accommodation of the pupils. From the fact that the Indians, particularly the Pueblo Indians, are becoming more and more interested in schools, this school has made some larger plans for the necessary industrial training. Considerable outlay has been made for irrigation, fruit-raising, farming, poultry-raising and brick-making by the boys. In addition to the regular housework for the girls, such as washing, ironing, making and mending garments, some steps have been taken for the manufacture of wool by hand, but lack of funds has delayed the completion of the plans.

I desire to call special attention to the health of the pupils during the year. This year 75 pupils have been enrolled, and there has been no sickness. This has always been the case regarding the health of the school.

The two Indian schools in the vicinity of Santa Fe—the Government school under Col. Thomas M. Jones, superintendent and special disbursing agent, and the Ramona school, under the direction of the board of trustees of the university, have both enjoyed a good degree of prosperity. I submit below a report from Col. Jones, under date of September 10, 1894:

As supervisor of education I relieved the former superintendent of this school on November 1, last, and found no Indian pupils here, they having been distributed to the various schools in the service previous to my arrival; my work for several months was simply to take charge of the property and to get the buildings in good order, and to make such improvements as were necessary, under the approval of the Department, and to make this a normal school, but for good reasons this latter idea was abandoned, and it was decided to make it an Indian industrial training school with a normal school class attachment.

The 1st of July last I accepted the superintendency of the school, and during my administration the largest number of scholars in attendance at any one time has been but 40, and they have been only for a time in school session, having been principally engaged in industrial work, building inclosures, putting in water pipes, cleaning and improving grounds and buildings, and in making a vegetable garden, from which they have received some very delightful additions to their table fare.

The buildings, I am glad to report, are now clean and in perfect order for the reception of scholars to the extent of their capacity; there is an ample supply of water for domestic purposes, security from fire, and irrigating 10 acres of land; and after quite a long experience in the Indian service, I can truthfully state that when heating and electric-light plants are granted me, I know of no school in the service better equipped for good work than this one.

Hence I have every reason to hope for a successful result, provided I can induce the Indians to give me my complement of pupils, which they appear slow in doing, probably on account of the right given them by Congress not to send their children unless with their free consent.

I acknowledge the kindness and interest that the good people of Santa Fe have shown me in my work regardless of party lines, and with a continuance of their encouragement and good will, together with the same kind attention I have pleasure in stating I have received from the Indian office and the superintendent of schools, I

hope the Territory of New Mexico will yet be proud of the work done within its borders at this school; I promise, in any event, to devote my utmost efforts in that direction.

A comparison of the figures set forth in the foregoing tables with those embodied in my former report will give some insight into the progress of education. The amount invested in school property is being greatly increased from year to year, and the general equipments for inculcating knowledge are being vastly improved. At Clayton, in Union County, a contract for a school building to cost $8,500 has recently been let, and another small town in the same county has voted a large sum in bonds for schoolhouse additions and improvements. I mention these instances as giving some intimation of the awakening interest in the cause of education now characterizing our whole people, and I hazard nothing in saying that another year will show still greater progress made in this most important direction.

In connection with the subject of education, I desire to call attention to the work which is being done by the private and religious educational institutions of the Territory. I am unable to add anything to the facts stated in my former report as to the work of the Catholic Church in this direction, as I have not been furnished the necessary information by the authorities. I am convinced, however, from personal observation in many portions of the Territory, that the work of the past is being carried forward with even greater energy and zeal, and the number brought within the educational influences of their institutions is continually increasing.

The work of the Methodist Episcopal Church is under the superintendence of Mr. Thomas Harwood. The following is a report of the school work in New Mexico of that church: Number of schools, 8; number of teachers, 12; number of scholars, 300; value of school property, $15,000; volumes in the library, 620.

The schools are situated as follows:

(1) The Biblical school, in the college building in Albuquerque, 10 boys. Object, education and training for Spanish missionary work. This is a kind of an industrial school; typewriting, type-setting, and printing of a Spanish paper, tracts, and Sunday-school literature being the principal industries. The young men made favorable progress in English and Spanish. There are 3 teachers in this school.

(2) The mission school, in the same building, with 59 boys and girls enrolled; 2 teachers in this department. This school is under the direction of the Woman's Home Mission Board of the Methodist Episcopal Church.

(3) The Las Cruces mission school, with 55 pupils, girls and boys.

(4) At Martinez. This school has about 25 scholars.

(5) At Frampton; there are 24 scholars.

(6) Mission school at Wagon Mound, with 22 scholars.

(7) School at Dulce, on the Apache Reservation, with some 40 students at different times; among them are both Indians and Mexicans. This is an industrial school, with property worth $1,500.

(8) The Las Vegas industrial mission, with 65 scholars. The policy of this church is not to open mission schools where there are good public schools taught by competent teachers. Attendance at the public schools, whether they are taught by Protestants or Catholics, is encouraged.

PRESBYTERIAN SCHOOLS.

The Presbyterian Church has for many years been carrying on an educational work in this Territory. I can not speak too highly of their

s or the influence of them upon the communities in which they uated. The following is a tabulated statement of the present ional work of that church in this Terrritory:

BOARDING SCHOOLS.

Name of school.	Number of teachers.	Pupils.			Annual expense.
		Boys.	Girls.	Total.	
boarding school for girls	7	.....	65	65	$4,600
s boarding and day school, boys and girls	7	85	8	93	2,500
and boarding school "	4	.....	.....	48	775
al	18	.....	.....	206	7,875

ñi only one meal (at noon) is given at the school. The other meals are taken by the children omes.

DAY SCHOOLS.

Name of school.	Number of teachers.	Number of pupils.	Annual expenses.
oco	1	27	$50
royo Seco	1	37	50
sta	2	68	75
onito	1	40	25
	1	34	25
	1	51	25
	1	46	50
	1	60	25
t Springs	1	36	150
la	2	58	25
s	2	81	300
s	1	40	30
	1	40	30
	1	42	30
	1	60	50
	1	87	65
tas	1	24	100
	2	125	40
	1	36	20
(day)	1	30	25
	1	50	30
de Taos	1	91	100
o de Taos	2	136	85
eblo	2	76	30
ueblo	2	35	65
al (25 day schools)	32	1,409	1,500

SUMMARY.

rding and day schools	28
hers	50
ils	1,615
nning expenses	$9,375
ries	$25,000
ue of buildings	$52,750

UNITED STATES CRIMINAL BUSINESS.

For the fiscal year ending June 30, 1894.

	Internal revenue.	Post-Office.	Elections.	Miscellaneous.	Total.
f criminal cases terminated	6	9	6	223	244
ns	1	3	1	79	84
s	1	2	4	49	56
ssed, discontinued, etc	4	4	1	95	104
pending July 1, 1894	9	49	30	216	304

r pending July 1, 1894: Customs, 1; pension laws, 23; embezzlement, 12.

Criminal and civil business—Territorial.

County.	Convicted.	Dismissed or nol-prossed.	Acquitted.	Total disposed of.	Civil suits disposed of.
Bernalillo	17	.....	6	23	.....
Chaves	3	4	.....	7	15
Colfax	32	.....	20	52	96
Donna Ana	24	55	22	101	104
Eddy	4	.....	3	7	41
Grant	69	39	3	111	296
Guadaloupe	.....	.....	.....	.....	2
Lincoln	11	5	4	20	45
Mora	6	.....	7	13	3
San Miguel	37	.....	11	.....	103
Sierra	4	5	1	10	63
Socorro	7	.....	4	11	112
Taos	2	.....	.....	2	.....
Union	.....	.....	.....	.....	3
Valencia	1	.....	2	3	.....

MINING.

Mining in New Mexico has suffered largely from the depression of the past season, and especially from the depreciation in the price of silver and lead, the two minerals most largely produced. Notwithstanding this, mining in New Mexico never had a brighter prospect owing to the recent discovery and development of new mining districts rich in gold, silver, and copper. There are four districts where active work has largely increased, resulting in an output of paying mineral in large quantities; they are at Hillsboro, Pinos Altos, White Oaks, and in the Organ Mountains. The first three are gold camps, the last in silver; these are now productive because of their richness, and the fact that development has so far progressed that the recent downfall of silver could not affect them severely. In Sierra County, however, there are twenty rich camps besides Hillsboro, but these are now practically idle. It may be mentioned of this county that at Kingston $6,500,000 of silver has been mined during the past fifteen years. At Lake Valley in the "Bridal Chamber," over $3,500,000 of the native metal was taken out of one pocket. It seems to our people that only the most short-sighted policy can dictate the legislation that has stopped so great a production of wealth. New Mexico, under favorable auspices, could annually pour $20,000,000 to $30,000,000 of treasure into the lap of the United States; and should silver be remonetized at the old ratio of 16 to 1, and accepted as the money of the civilized world, this result could be readily obtained. The growing demand for a more expanded currency could be materially supplied from the mines of New Mexico, and while enriching herself would afford employment for thousands of the idle and stimulate every branch of trade. Some remedial legislation should be had favoring the mining industry, and as the representative of this community I urge upon Congress some action in this regard.

THE MORENO VALLEY.

In the northern portion of the Territory there is considerable prospecting being done on the Maxwell Grant. Since January of the current year thirty-four locations have been made by prospectors on the land of that company. The regulations imposed by the corporation are practically those of the United States, except that any locator is obliged to run his first end line within 50 feet of his discovery shaft. The locator is allowed 1,500 feet along the lode in either direction he

chooses, but the company reserves the right to the first extension nearest the discovery shaft. Considering that the Maxwell Land Grant Company, under a confirmation by Congress, owns all this mineral, the terms are very liberal. The company is also only too willing to advance capital to work any good discovery. This disposition on the part of this company is an index of the general desire of people here to encourage prospecting. The Moreno Valley, which lies on this grant, has been a steady producer for more than a generation. The Aztec gold mine is the oldest and best known mine in this section, and is still a large producer. This shows the permanence of the mineral veins. This mine has several times changed hands, and has always paid its owners a handsome net profit. Besides the lodes, there are rich placers scattered along all the creeks.

COCHITI.

Public interest is largely concentrated on the newly discovered gold fields of this wonderful region. Much has been written about it, and in the flood of misinformation many false impressions of this region have gone abroad. It would be hard to exaggerate the facts, but as many of the persons reporting about this district were poorly adapted to the work they undertook, I have taken pains, by personal examination of the ground and careful inquiry, to familiarize myself with the situation. The following is a carefully considered report of the country and its resources:

The Cochiti mines lie on the eastern slope of the Jemez Mountains, in a sierra, now commonly termed the Cochiti Mountains. They take their name from the pueblos of Quarez Indians that are found among them. These mines are about 30 miles due west of Santa Fe and about 60 miles north of Albuquerque. The point of present development is in the heart of an igneous formation 20 miles wide and about 40 miles long. They are found at the point where the eastern limb of the Rockies begins to break down into the plains of the Rio Grande. Approaching the country from Santa Fe, a number of sierras rise height over height to an altitude of 10,000 feet. They run south in almost parallel lines, and gradually sink into a series of isolated table mountains. The sides of these plateaux are abrupt and craggy, but the tops are as level as a table; then these cease, and the wide Rio Grande Valley spreads away to the southeast and east. The whole of this formation is eruptive, gray porphyry, laminated with red iron stains, forms perfect contacts, with bluish porphyry dikes. These latter are shot through with the yellow pyrites of iron almost as thick as the motes in a sunbeam. That is the first characteristic of the country rock that will strike the prospector; almost entire absence of any other rock will be remarked. Except in a limited area just north and contiguous to the mines now known is a belt of country covered with a deep rock formed of volcanic ash. This formation is level and covers considerable space. Large pieces of pumice stone are found in this formation. Before the mineral districts proper is reached the porphyry is shot full of euclase, but this feature is lost as soon as the quartz veins are struck.

At Bland City, a camp in Pinos Canyon, gold and silver are found. It is hard to give an accurate description of this immense mineral outcrop. Beginning right under this volcanic ash cap, the porphyry is riven with great wedges of white marble inoculated with a grayish blue mineral stain. Gold Hill, the mountain on which this crop is most appar-

ent, is between Peno and Collo canyons. These great ledges or reefs of quartz can be traced from the canyon bed to the top of the mountain, a distance of about 900 feet. The quartz is about 20 to 40 feet, from one porphyry wall to the other. It is all mineralized and runs from $40 to $500 in gold and silver. The veins have been traced in a southerly direction for about 5 miles. A conservative estimate can, therefore, be made of the mineral in sight. The miners say that the mineral belt extends north and south about 5 miles and east and west about a mile or a mile and a half. Into these great veins flow dozens of rich feeders, along the extent of which many good mines are located.

As to whether these are true fissure veins or not, I can only call attention to the facts above stated. The porphyry contacts seem ideal, and the quartz runs up between the walls in a beautiful outcrop. The veins cut the canyon from side to side, and on the canyon floor yield as favorable assays as in the hillsides. Many good miners have been astonished at these gigantic fissures, and have promptly pronounced them merely "blow-outs." This is not the time or the place to discuss either belief; the apparent facts are as stated. There is no purpose to advertise any of these properties; therefore all names are omitted. It is sufficient to say that no ore has been shipped from the camp that has not been worth over $100 per ton, except one carload, and that was because much of the porphyry was sacked with the quartz. That shipment ran only $32, but the same mine afterwards and before shipped ore on which the smelters returned over $200 to the ton. The most exaggeration has been concerning the men in the camp. It is safe to say that the whole number who visited this region did not exceed 8,000 persons, and that at no time was there over half that number in the hills.

The present population will fall short of 2,000 persons. The reasons of this were twofold. First, the mineral wealth was known among a few for several months before the knowledge reached the outside world, and these lucky ones had located the best mines. The second reason was that the ground was plastered over by four alleged Spanish grants, the holders of which were making the most strenuous and ingenious efforts to cover the mineral lands. Men did not care to buy a lawsuit, even with a mine, in this rich country. Happily, however, the land court has unanimously decided that this region is not covered by any of these grants. Only one of the cases has been appealed, and both the United States and the claimants recognize the public policy of an immediate settlement of this dispute; therefore, with all due deference, I suggest that in a matter of so great importance this case be advanced on the docket so that a decision on the merits of the claim be had as soon as possible. The important matter is that title to this tract should be vested somewhere, either in the United States or in the claimants; in either event something definite can be done and this great wealth opened to the country. Enthusiasm may possibly have colored some of the statements herein, but on careful consideration I can not see where I would change a word except to amplify and more fully detail the facts. The above will be sufficient to inform your Department of one of the most important mineral discoveries on this continent.

The recorded locations in the small mineral belt above described are upward of 300, while there are over 2,000 locations that have not yet been placed on file. This is sufficient showing to establish the value of the camps. There are at least a score of mines now known, the wealth of which will run into the millions. There is vast public neces-

sity, therefore, that all question of title should be definitely settled once for all. This is of importance not only to New Mexico, but to the people of the whole country. The opinion of good miners is that mines of high grade will be developed throughout all the regions described. There are splendid contacts that in another country would be carefully prospected, and as soon as this question of title is settled will receive attention. All the work done has been on the big quartz ledges, and little or no development has been devoted to the places where the rich mineral does not crop out. Six months after settlement of the title there will 10,000 persons permanently settled in the Cochiti country.

In my last report I gave a description of some of the many deposits of industrial mineral and of the gems and precious stones found in various localities in this Territory. The following I consider of sufficient importance to repeat here.

KAOLIN AND FIRE CLAYS.

These valuable minerals have been found in considerable quantities in several places in the Territory. The most notable deposit of fire clay worked to any considerable extent is situated near Socorro, in Socorro County. There has been a recent discovery of a large deposit of kaolin and fire clays in the suburbs of Santa Fe of superior quality. Efforts are now being made to utilize these clays at the Territorial prison. In the immediate vicinity there is also found a considerable bed of graphite, and it is hoped that in the near future it will be extensively worked.

ALUM.

A large deposit of alum has been opened on the Gila River. It is reported to be of great commercial value, and is now being worked to some extent. With proper railroad facilities these alum beds and the beds of gypsum and soda, heretofore referred to, would become the most productive properties in the Territory.

PRECIOUS STONES.

In describing the mineral resources of New Mexico, the native precious stones are worthy of mention, as they are steadily rising in popular estimation and production.

Traditionally this Territory has been noted as having produced some remarkable gems, and recent developments are proving the older records to have been correct. It is only recently that scientific research and skilled labor have been directed to this purpose. The result is a steady increase of expert prospecting and labor in development, which, though only fairly begun, has resulted in finding many varieties of precious and semiprecious stones.

The estimated production and value of gems up to the year 1890 can be found in the census reports of that year. It is worthy of remark that the amount and the value thereof are understated, the facilities for correct and full information being limited.

Since that time the annual product has more than doubled, and is still increasing. Diligent prospecting has revealed new deposits, and the industry bids fair, at present, to become a large item in the economic resources of the Territory.

The gems found in New Mexico, in the order of their value, are emeralds, there being one now cut in Santa Fe, which weighs 1 karat, and is of fine quality. Many other smaller ones have been found, although no expert search has been made for them thus far. A very recent find, next in value, is a gem resembling the ruby in respect of color, brilliancy, and hardness. Of these, quantities are found frequently associated with peridots and garnets, but differing from the latter in being harder and of a different specific gravity and form of crystallization. The range of color is from a light rose or pink to that of a bright red garnet. Though no very large ones have been found, yet gems cut from those found have sold at $20 to $50 each, while their numbers and merits have made them a decided acquisition to the list of precious stones of New Mexico, which must, when more widely known, create for them a large demand.

The turquoise deposits of the Territory are too well known to require an extended description. It is only necessary to state that while some of these gems have been famed in Europe for centuries, yet in the United States they have never met the appreciation their merits and rank as gems deserve until the last few years; now they are in great demand, having been pronounced by experts equal, if not superior, to the Persian turquoise. There are single gems from Santa Fe County, now in New York, held as high as $4,000, and some in Santa Fe of nearly equal size and quality.

This sudden appreciation has given a stimulus to further research, resulting in finding large turquoise deposits near Silver City, in the Hatchitas and Cow Spring mountains of great merit. One of the new discoveries is phenomenally large, considering quantity of production, size, and color of stones found in it.

In addition to the above-named are found native euclase; the so-called Montana sapphires, garnets, milk and fire opals, peridots, a great variety of fine agates, besides petrified woods, fit for inlaying, mosaic work, or jewelry. Gold and silver quartz valuable for fine work in jewelry are produced from various mines.

IRRIGATION AND AGRICULTURE.

Without irrigation agriculture may be said to be a failure in New Mexico. In isolated instances crops may be raised without irrigation, but even then they are subjected to the stresses of weather, just as in the East. Our scientific farmers claim that the only proper agriculture is by the artificial application of water: and they say that, given almost perpetual sunshine and a water right from a good ditch, they can discount any Eastern farmer. The cost of irrigation is about $10 per acre—first charge for a perpetual water right—and from $1 to $1.50 per annum thereafter. Looked at as a mere insurance of the crop, the cost is only nominal. The dry statistics on this subject have been so often given that it is needless to repeat them here.

The physical aspects of New Mexico may, however, well be described: Five great districts, separated one from the other by distinct boundaries, make up the Territory of New Mexico. The San Juan Valley and the Miembres Basin on the west, the Canadian and Pecos valleys on the east, are widely separated by the great Rio Grande Valley, which occupies the central portions of New Mexico. They are each separated from this great valley by tremendous mountain chains. They afford relatively different fields of labor.

THE SAN JUAN.

The great San Juan Valley is unique in the arid region, inasmuch as it has more water than there is land to apply it on. It occupies the extreme northwest portion of the Territory, possesses a salubrious climate, fertile soil, and the elevation varies from 6,000 to 4,000 feet. Some of the very best land is embraced in the Navajo Reservation. It is useless to the Indians, and should be opened to the uses of modern civilization. I produce in full two reports I have received from that country. They treat of other matters than agriculture, but the life of this Territory so depends on the success of its irrigated farms that I have not seen sufficient reason to separate them.

REPORT OF HERBERT O. WILLIS.

The year ending June 30, 1894, has been one of the hardest in the annals of our country, and yet, in looking over the Territory and Colorado, we can note with pardonable pride a comparative growth in numbers, development, and prosperity at once gratifying and marked. The population of the county will not fall short of 3,250 souls. The principal increase has been among the Americans; in fact, there has been a decrease of Mexicans of nearly 5 per cent per annum for the last five years. There is now in operation over 425 miles of irrigating ditches, and new ones are constantly adding to this mileage. There is no lack of water in the Animas or San Juan rivers; the La Plata River has been nearly dry since June 1. The present acreage under ditch will not exceed 150,000 acres, and this can be increased fivefold at a cost of $7.50 per acre or less. There is no fruit grown in the West that is better flavored, larger in size, or freer from defect than that grown in San Juan County. The year 1893 produced about 1,250,000 pounds of fruit, the greater part of which was marketed in Durango and adjacent mountain towns. A few carloads were shipped into Colorado, but failed to yield a profit to the shippers. Some also found its way to Gallup. The price realized netted the producers about 2 to 2½ cents per pound. This year, owing to the heavy freeze in April and May and the hailstorm in June, nearly the entire fruit crop of the county was destroyed. Some favored localities will raise about one-third of a crop of apples and peaches. Taking it throughout the county, a careful estimate places the amount of fruit that will be raised this year at 250,000 pounds. A large number of fine young orchards are continually coming into bearing, and new ones are being constantly set out. With favorable conditions next year the county will produce over 2,000,000 pounds. The quantity of alfalfa that will be cut this year will be close to 45,000 tons. This is principally used at home. Wheat, corn, barley, and oats grow heavily and abundantly here, while all kinds of vegetables thrive.

San Juan County is shipping out more pork than she is bringing in and will continue to do so. This year there will be about 10,000 pounds of honey shipped out, a marked increase over other years. Poultry, eggs, and butter form an industry confined largely to the women, but exceeding in the magnitude of its sales even the alfalfa crop of our county. As to the natural resources, San Juan County is particularly and abundantly blessed. The entire western side of our county from the La Plata River is one enormous coal field. It covers an area of 15 by 25 miles in extent—all over which croppings of a fine bituminous coal are found. In the banks of Stevens, Mitchell, Coolidge, Firebough, and Miller, about 1,500 tons of coal have been taken the past year, entirely for home and domestic uses. A fine quality of building lime is made near Fruitland. Potter's clay is also found near Fruitland in large quantities and of an excellent quality. A fine quality of hard sandstone building rock is found throughout the entire county. Placer mining on the San Juan River has clearly shown that with machinery it will pay well; locations have been made in the vicinity of Jewett by Colorado miners that will be worked this year. Stock-growing has steadily retrograded on the range, until to-day, it is very doubtful if there are 2,000 head of range cattle in the county. On the other hand, great attention is being paid by our farmers to dairy stock, and some very fine specimens of Jersey, Holstein, and Shorthorns are to be met with. These same remarks will apply to horses.

Our school average throughout the entire county is about four months; the attendance is increasing. An annual levy of 5 mills is cheerfully made by each district; arrangements are about completed to start an academy in Farmington this year. The Farmington school had an attendance last year of nearly 100 scholars. All through our county new buildings of adobe and brick, nicely furnished, have

clearly shown that hard times are not felt with us. In Aztec, quite a number of brick-buildings, as well as frame, have been put up, while at Fruitland, building has been steadily kept up, but it is in Farmington that the real progress is apparent. Last year two brickkilns yielded about 175,000 brick; this year one kiln has turned off 150,000 brick; that is all engaged, and two other kilns are molding and preparing to fire up later in the season. These facts, more than words, demonstrate the steady growth of our county. Near Farmington, at a depth of 350 feet, a strong flow of natural gas has been struck that comes bubbling up through 340 feet of water and at the surface furnishes a light equal to about 50-candle power. In this same well there are good indications of oil, a test having been made showing petroleum.

The wealth of San Juan County as returned by our assessment roll is shown to be $656,799.85. This no doubt will be materially lowered by our board of equalization but it is our firm belief that notwithstanding the depreciated conditions of property everywhere the above figures are too low, and at least 25 per cent should be added to the assessed value in order to reach a true valuation of our property.

NOTE.—I neglected to say that in fruit, 1893 was an off year, and fell a long way short of a full crop.

REPORT OF L. R. E. PAULIN.

The stock-raising interests have dwindled to a small proportion of their prosperity of ten years ago, but in a greater degree have been developed the agricultural and horticultural with their attendant changes of character of population and mode of life. Immigration is steady, and mostly of a good class of settlers coming from the trans-Missouri States and from those parts of Colorado where the altitude restricts horticulture within narrowest margin. Estimated immigration, 450 to 600 capita.

Alfalfa-growing attracts farmers equally with fruit culture, and although the average in fruit and hay increase annually. the market grows likewise. Fruit last year going by carload lots, especially winter apples, into Pueblo and Denver, and beef cattle being driven into our alfalfa farms from central New Mexico.

There were no new irrigation works constructed last year, those systems already constructed settling up, and yet not over 30 per cent of land now under operating ditches is in actual cultivation. Our people, therefore, eagerly anticipate Statehood as promotive of immigration and leading to investment of capital, particularly in railroad construction, connecting this section with the now remote markets of New Mexico. The removal of the Southern Utes, granting to them certain townships in the extreme northwest portion of this county, meets with decided opposition. The Navajo Indians are exceedingly poor, owing to drought and low price of wool reducing their wealth to a dangerous point for the benefit of their white neighbors. Military agents at these Indian reservations are much preferred to the old system, and much praise is due Lieut. Plummer for his personal activity and masterly handling of the Indians. The punishment of the Indian murderer, Nez la Nez, now in the Territorial prison, has been a good lesson, tending to implant in the minds of the Indians respect for civil authorities.

THE CANADIAN VALLEY.

This great region draws directly into the Mississippi system. It includes the counties of Colfax, Mora. Union, and San Miguel. The possibilities of a diversified life are very great. The table-lands shimmer with gramma grass like the hayfields of the East. The fact that hard times and overstocked ranges leave decimated the cattle herds makes this grass very valuable. If properly used it would afford sustenance to thousands of beef cattle. To do this, however, there must be some method by which the thrifty stockman may have his improvements secured from destruction by his lazy or greedy competitor. In other words, the open-range business is a failure, because no man will improve ground by opening water holes, storing water, or any other way, if his shiftless neighbor has the right to run his herd at will over the same ground. The interloper would destroy in a week the labor of months. Some method should be devised whereby the grazing lands in such counties as these can be utilized. A good system of leases, not too long, at a fair rental seems to be the most feasible plan.

Following is the valuable report of Mr. M. P. Pels, manager of the Maxwell grant property. It goes into different matters, but as the basis of value on this grant is the 100,000 acres of reclaimed land it has to offer the public, I have seen fit not to separate the report into fragments.

IRRIGATING SYSTEMS.

No additions have been made to the systems, but a number of industrious parties from the Eastern States have located under these systems, and the crops have been satisfactory. Owing to an abundance of rain, all of our reservoirs have been and are full, and the growing crops look exceedingly promising. The New Mexico markets afford ample opportunity to sell crop products favorably, and it is a fact worth noticing, that last year some 500,000 pounds of oats were shipped from our ditch systems to Albuquerque and other Southern points. Hailstorms in the beginning of June have injured the fruit crop, which will be light.

Owing to the low prices for beef, not many are being fed on alfalfa; but on the other hand, this product is largely used for hog-raising, which industry, on account of the absence of hog cholera, proves to be exceedingly valuable and profitable, and the time is not far distant when the northern portion of this Territory alone will be able to supply the southern portion of New Mexico and the old Mexico markets with hogs, or pork, at such points as are now supplied by Kansas City.

The protracted financial and political disturbances have of course interfered with more extensive sales of land, but we confidently look for better results as soon as the country at large will have become more prosperous.

The adverse influences have also led to a virtual cessation of building, and, consequently, caused a much decreased demand for lumber. Our sawmills on Red River, not finding a regular sale for all the lumber they can manufacture, are now only operating to supply special orders, but, at the same time, a large number of ties and piling for the use of railroads have been manufactured, and I am glad to say the charcoal ovens have increased their output and shipments to Denver, recently, to a considerable extent.

CATTLE.

The open-range cattle business has not been very satisfactory, since the stealing of cattle goes on more boldly and openly than ever before, and seems to have become a general practice, encouraged by the fact that witnesses are difficult to produce. Our general tendency is, therefore, to sell cattle off in order to make place for less risky industries. The abundant rains of last fall were very beneficial to the range, which has shown more luxuriant grass this year than for many years past.

COAL.

The Blossburg mines were visited in the beginning of May by a few delegates who advised the miners to strike in sympathy with their Eastern brethren. This was done at a time when the demand for coal was very slack, and, as summer advances, this demand has not improved, so that it is doubtful when the mines will reopen.

The strike has now lasted since the 7th day of May, and the miners acknowledge that they have no grievance at all against the Raton Coal and Coke Company; in fact, they received 20 cents more per ton of coal mined than was received anywhere by miners in Colorado. The mine is dry, with good air. At all times when the output had to be reduced, the company discharged single men and kept the married men in their employ. Wages, I am informed, are on an average from $4 to $4.25 per day.

The cement works, near Springer, have been idle several months on account of lack of demand for cement.

The roads and bridges are in excellent condition in this country, thanks to the good judgment and liberality of the board of county commissioners, who have always made the necessary appropriations for improvements of roads, or for building new roads, and also for repairing and replacing such bridges as were damaged or washed away by the floods.

A telephone system, covering 160 miles, with 17 stations, runs through the entire Maxwell grant, connecting the gold mines, at an elevation of over 10,000 feet, with the different towns, the ditch systems, timber belt, and other important points. The central office of this system is at Cimarron, in the centre of the Maxwell grant.

In compliance with an act of the legislature, passed a few years ago, more than 100 signboards were placed at all road crossings on the Maxwell grant, and have been greatly appreciated by the traveling public. These signs are made of heavy iron and show in plain characters the different directions and distances in miles.

Recently the Postal Telegraph Cable Company built its line, running in the direction of Mojave, through the Maxwell grant, and at the moment of writing this they have nearly reached the southern boundary of the estate.

TOWNS OF THE MAXWELL GRANT.

The demand for town lots in Raton has been constantly growing until the recent railroad strike, which has checked the progress. A new addition has, however, been surveyed and laid out recently in East Raton.

At Blossburg a new Methodist and a new Catholic church have been built. At Catskill a fire destroyed recently a block and a half of buildings. A church was also recently built there by the W. C. T. U.

Schools are flourishing everywhere and the number of pupils is increasing considerably. A $10,000 schoolhouse was dedicated at Springer last year. At Maxwell City the foundation is being laid for a $3,000 schoolhouse, which will be a credit to that growing town; and other schoolhouses are in the course of construction near Cimarron, in Ponil Park.

A law was passed by the last legislature directing that a branch of the agricultural college should be established between Glorietta and the Colorado boundary. The Maxwell grant offered to donate 100 acres of land under our vermejo ditch system, near Maxwell City, and also other inducements, but I have not been informed if this or any other locality has been selected for this purpose.

Peace and order have prevailed in Colfax County, and our criminal docket, no doubt, compares favorably with other parts of New Mexico. Since your excellency has displayed considerable energy in prosecuting murderers and other criminals, I feel confident that, assisted by the efficient work done by the chief justice, Hon. Thomas Smith, this will wipe out to a large extent the lawless and orderless element in this Territory, and reduce crime to a minimum.

THE PECOS VALLEY.

There has been more improvement effected in this region during the past few years than in any other portion of the West. This is a startling statement, but the figures are more so. A careful compilation shows the result of four years' work as follows:

A summary of the above information will show that there have been constructed up to date—

	Miles.
Total length main canals	121
Necessary main laterals	273
Farm or sublaterals	900
Total	1,294

	Gallons.
Capacity of completed reservoirs	7,000,000,000
Capacity of projected reservoirs	6,000,000,000
Total storage	13,000,000,000

Upward of half a million shade trees have been planted on streets and roadsides; a desert has been reclaimed, and a busy community settled permanently in comfortable homes. About $4,000,000 of corporate capital has been invested, and a much greater sum in the improvement of homesteads, the stocking of farms and ranches. I will let the people tell their own story, however.

REPORT OF J. M. HAWKINS.

In the irrigated portion of the southeastern portion of the Territory, which includes the counties of Chaves and Eddy, there has been very marked progress in the past year. Here prevails a great system for the storing of flood waters that are precipitated during the rainy season. This system, which has been established by the Pecos Irrigation and Improvement Company, a corporation, has been well nigh completed this year so far as present operations are concerned, and now embraces 1,200 miles of main canals and laterals, which receive their supply of water from a series of storage reservoirs. One of these just put in service is worthy of note as an indication of the importance of agriculture in the Territory, and is the largest irrigation reservoir on this continent. Its storage capacity is 138,000 acre feet body of water,

submerging 1,300 acres to a depth of 50 feet in some portions. With the exception of a similar reservoir on the river Periar, in India, with a capacity of 160,000 acre feet, there is nowhere the equal of this irrigation lake, which stores 6,000,000,000 cubic feet of water. The supply for this and other reservoirs is obtained by damming the Pecos River, an unceasing stream fed by the snows of the Rocky Mountains and innumerable springs that gush forth from the limestone bed of the stream. By this method the rains and snow of a great watershed are also utilized, restrained from running to waste, and ready when needed in the dry season. These works, together with the railroads and incidental improvements, have cost $3,000,000, counting the expenditures of the corporation alone. They have made available to farmers half a million acres of land that but for the way being provided to supply water would not have been claimed from the Government by settlers. The immediate result has been the building up of two comparatively new and populous counties, now well supplied with civic institutions, public buildings, schools, churches, prosperous towns, and progressive communities, having railroad facilities, telephone and telegraph lines through this limestone valley, that is 200 miles long and of an average width of 10 miles.

The plan of centralization prevails in this section, settlement in communities being encouraged, so that settlers escape isolation, and farm life is furnished with social features. There are good public schools in all precincts of these two counties, some having school buildings that would do credit to large towns, while at Eddy and Roswell there are graded schools and buildings costing from $5,000 to $10,000, and at the latter place is located the New Mexico Military Institute, a Territorial school offering excellent advantages.

In this valley ideal conditions for fruit-growing and modern farming of an extensive character are rapidly being developed by hundreds of active workers, many of whom possess ample wealth and have become residents here because of the climatic advantages, and many others of moderate means have settled here because they recognize the peculiar advantages of irrigation. Not a small proportion of the residents have been attracted to the country because of the tonic effect of its dry and sunny atmosphere upon pulmonary and kindred complaints. Unimproved lands that were worthless before the establishment of the irrigation system are already, when supplied with water, rated at from $25 to $50 per acre, and form a material addition to the wealth of the Territory, the assessed value from the two counties footing up over $3,000,000, exclusive of canals and railroads. At present the railroad, which had halted in the middle of the valley, pending development sufficient to warrant an extension, is under construction to the upper end of the district, which it will reach in time to haul the farm and orchard products of this year to market.

While the general business stagnation has retarded immigration to the irrigated section this year, the preparation of the country for the great movement expected to result from discontent in the older agricultural States goes on. The acreage of hay, grain, and fruits has been greatly increased this season, successful methods of handling soil and water learned, and discoveries made as to the products best adapted to the soil and climate. Over $100,000 worth of fine cattle and horses have been imported from Eastern breeding establishments; a few model stock farms have been created, and a live-stock industry of a high grade is well started. Alfalfa, a superior species of clover hay, is already an article of commerce; large shipments are now being made to the South and the West Indies. Arrangements through gulf ports are also in progress. This season marks the beginning of a new feature of the cattle industry, viz, the fattening for market of range cattle in the alfalfa fields of irrigated farms, thereby making a market for both beef and hay. A specialty is also being made of the raising of fine hogs for Western packing houses, the forage and grain of the country affording cheap food for swine.

In the settlement where farming has already been inaugurated nearly 100,000 acres of land have been purchased by settlers, and fully 40,000 acres put under cultivation, mainly in hay, grain, and orchard products. Particular attention is being given to the planting of forest trees along the streets and highways, the shade trees already growing being sufficient to beautify nearly 200 miles of avenue. The adaptability of soil and climate for sugar beets is well proved, and the erection of sugar manufactories, creameries, cheese factories, and other industries is in view. Successful experiments have resulted from the irrigation and cultivation of canaigre, a wild tuber that is invaluable to the tanning industry and that has already been used extensively in Europe, the wild growth of the Southwest being shipped to the extent of many carloads. The demand is so great and the price so profitable that the existing wild supply will soon be exhausted. Cultivation has demonstrated that an annual crop of heavier growth than found in the unwatered desert may be produced, and considerable acreage will be planted before the close of the year. At present the dried roots are exported, but in time factories to extract the acid will be built, and canaigre become the principal source for the supply of the tanneries of the world, other sources already being on the decline.

I do not suppose that we have anything especially new not already within your edge in this county in the way of enterprises and development, with the exceptio building of the Pecos Valley Railroad from the town of Eddy, in the co Eddy, to the town of Roswell, in the county of Chaves, running up from th Valley from south to north a distance of 8 miles. Construction began up road in April of this year, and the grade from Eddy to Roswell will be ready rails within fifteen days. The track is laid for 25 miles, and is being rapidly along the entire line; expected to be completed to the town of Roswell, with operating thereover, by the middle of September. This is an important ent not only to southeastern New Mexico, but to the whole Territory.

One large and important enterprise, partially completed, which will be o mous benefit to this portion of the Territory of New Mexico, and especially agricultural interests, is the completion of the reservoir system upon the Rio in this county, 12 miles west of the town of Roswell. I believe that this best reservoir proposition in the Territory of New Mexico. I think the water is the very best that can be had for irrigating purposes, and that the front of the reservoir, on which the water will be applied. is the finest body to be found in any country—in amount about 60,000 acres of the very best loa deep, no alkali, and covered with rich, heavy gramma grass. This is the bes veloped agricultural region to be developed by irrigation that there is in th There may be large single enterprises, but no better. The agricultural devel in Chaves County has increased in the last year 30 per cent.

The Pecos Irrigation and Improvement Company's canals and reservoirs in and Eddy counties, of which you have a complete knowledge. it is not ne for me to refer to in this letter, except possibly to call your attention to the the completion of the late reservoir at Seven Rivers in Eddy County by th pletion of the dam across the natural channel of the Pecos River, of which yo doubtless had information from this section of the Territory.

There are no mining enterprises in this portion of New Mexico. The educ interests and facilities for education have advanced materially in Chaves C We have a public school building and a public school in every school district county. There is at this time in reach of every child in the county of Cl good public school as the result of the school bill passed by the legislature i A two-months' normal institute has just been closed at this place under the and charge of Mrs. W. L. Jackson, of Silver City, N. Mex. This normal instit an entire success in imparting aids and methods to those engaged in public i tion in this and adjoining counties. There is throughout this section of the tory a decided increase of facilities and of interest in educational matters.

About the middle of August, last year, I planted for Mr. Hagerman a patch of about 25 acres, using wild tubers as seed. Part of the patch was planted with every kind of tubers dug up—old and young; the balance with picked-over seed, mostly one year old. The latter plan proved the necessity for only planting young tubers for seed. I planted in rows from 3 to 4 feet apart, and the tubers from 1 to 2 feet apart in the row, and from 4 to 8 inches deep, according to the soil being heavy or light. The result proved to me that 2 feet apart is better than closer planting. The ground was well flooded and plowed and harrowed before planting; but, unfortunately for the experiment, on account of the dam going out I could not force the growth in the fall by irrigation, and consequently the new tubers did not make any growth to speak of until after March, when, by right, they ought to have had their full growth and reached the stage of laying up tannin. They reached full size in July, and, from fair samples dug in August from all over the patch, the new growth was from two to six tubers, weighing from 2 to 6 pounds to the hill, or, to the acre planted 2 to 3 feet, of over 14 tons. From time of planting to August 1, I irrigated the whole patch three times, and, besides, we had two heavy rains, which virtually made five irrigations. I cultivated after each irrigation and rain. Four different pieces I irrigated oftener than this, by way of experiment, but could not see any benefit, and concluded three irrigations are as good as ten for size of root, and better for tannic acid strength. When dug as above, in August, the tubers were deficient in tannin, but we hope to gain, by remaining in the ground until the end of October, enough extra to make it pay to dig them.

This is, however, the doubtful point, whether enough tannic acid can be stored in the tubes of one year's growth. I fully believe if the water supply had not been cut off, and a four months' growth lost thereby, the desired result would have been reached. Even if the tubers must be left in the ground two seasons, however, there is still encouragement enough in it as a paying crop. I have kept a careful note of the expense of cultivation, and at the low rate of $16 per ton paid for green roots there will be a net profit per acre of from $40 to $50. This year, wild growth, by samples dug of evidently the same age from a single tuber seed, does not compare at all in weight to that cultivated, nor does the wild at one year old beat the cultivated in tannin. Therefore, on a fair trial, when water is procurable in the fall and winter (the growing season), I have no doubt cultivation and irrigation will not only raise a big crop of roots but also surpass the wild of the same age in strength of tannin.

It is established by other experiments that under circumstances such as Mr. Young sets forth the roots will not only grow larger but the tannic contents of the tuber will be greater cultivated than wild. Care must be taken, however, that the irrigation is not too great. A little too much water on any crop is a dangerous thing. The irrigation should be only sufficient to start the growth in the fall and very scanty in the rainy months. The latest price quoted for this root is $50 per ton, dried. Three tons of green make one of dried roots. The average crop under favorable circumstances is about 20 tons. It is an indigenous plant of the arid region, needs little water, and is a veritable home-maker, if its culture were only scientifically studied. Thousands of acres for which enough water for other crops is not available could be cultivated with this plant.

THE RIO GRANDE VALLEY.

This great valley has been so often and so thoroughly described that little need be said of its features. There is one topic that is peculiarly timely, and that is the responsibility of the United States to see that the waters of interstate and international streams are equitably distributed. The National Irrigation Congress meets at Albuquerque in September, 1895, and this will be the principal subject of discussion. The chief of engineers of the Mexican Government will be present, with his staff, to assist in the discussion. I respectfully suggest that if your Department has any force that could be spared for such work, or any data available, that steps be taken to put accurate information of the facts before the congress. It would seem that some of the

hydrographic officers of your Department might properly be detailed to this region to study the physical data that must be known before we can intelligibly discuss such a question. This valley is one of the most important in the world: it is as rich as the Nile Valley; its products took many of the world's prizes at the Columbian Exposition, notably those for wheat and apples. In support of the assertion that the soil of this valley is the richest in the world, I again quote from the publication of our bureau of immigration. The facts stated, although startling, are true.

At Cebolleta, on the south side of the San Mateo Mountains, 1 almud of corn (about one-fifth of a bushel) yields a harvest of 100 fanegas (a fanega is 2½ bushels), a return of 250 bushels of corn from a sowing of one fifth of a bushel of grain.

Wheat yields proportionately. On one ranch in the neighborhood of San Mateo from 1 fanega, or 2½ bushels of seed wheat, 80 fanegas, or 200 bushels, have been harvested. As sown here, this would be at the rate of about 50 bushels per acre. All other crops give proportionate returns. Harvests, even less than the average in the neighborhood, are from 10 to 20 per cent better than the rest of the world. The oats that took the second World's Fair prize for quality, was raised near Belen, in this county (Valencia), and the same took the first prize for wheat.

Farther down the river is the Mesilla, from which I have a detailed report, as follows:

REPORT OF F. C. BARKER.

Although no exact figures are available, yet it is quite certain that the population of this county is steadily increasing, as many settlers have come in during the past year who have purchased land, principally with the intention of planting it in fruit trees.

Taxable property.—In a general way I may say that the taxable property in this county is greater than it was a year ago. Quite a number of new houses have been built and are in course of construction, and much of the land has been improved.

Commerce.—We have undoubtedly felt the effects of the financial depression, but so far as I can judge in a far less degree than most other parts of the country.

Stock-raising.—The cattle and sheep on the open ranges have done better the last year than for some time past; many train-loads of cattle were shipped out.

Education.—Our facilities here are excellent, and the native Mexicans largely avail themselves of the schools, where all are taught in English.

Mining.—During the past year several gold mines have been opened up in the Organ Mountains, and expensive machinery erected on some of them.

Labor supply.—We have an abundant supply of labor. The native Mexicans earn 75 cents and board themselves, while others earn $25 per month and their board.

Agriculture.—The experiments at the agricultural college have shown that this country is admirably adapted to the raising of the finest quality of wheat, barley, oats, and corn. The first premium on wheat at the World's Fair was taken on wheat raised at Belen, in Valencia County, this Territory; the first premium on oats was grain raised at the college farm at Las Cruces. The native Mexicans have long cultivated both wheat and corn, raising both crops on the same land in one year, and repeating this year after year without using any fertilizer beyond that contained in the Rio Grande water used in irrigation.

Irrigation.—Some 10,000 acres are already under irrigation, but, with a dam and reservoir to save the winter streams of the Rio Grande River, at least 100,000 acres might be irrigated, and land that is not worth to-day a dollar per acre might in a few years be converted into orchards worth over $500 per acre. Several prominent engineers have surveyed the river and have located suitable sites for such dams and reservoirs, and their estimates show that the work could be constructed at a cost that would make the enterprise most profitable to investors. It is confidently believed that when the present financial straits on our Eastern capitalists are reduced they may turn their attention to this enterprise.

Undeveloped resources.—The facilities with which alfalfa and corn can be raised in this valley offer a good opening for the establishment of dairy industries, as undoubtedly butter could be produced as cheaply here as in Kansas, where large quantities are yearly imported into the Territory.

Horticulture.—The great future of this valley is in its fruit orchards and vineyards. The grapes are not to be surpassed in quality in any part of the world, and the apples and peaches are now being shipped out by the carload. Most of the orchards have been planted quite recently, and last year was, we might say, the first year that any great extent of orchard land came into bearing, and over 1,000,000

pounds of fruit, principally peaches, apples, and grapes, were shipped out of the valley. It is believed that this quantity will be considerably increased this year. Many of the orchards last year realized $600 per acre for their fruit. The fruit industry of this Territory, particularly this valley, is capable of very great development, and with an improved water supply there will be no difficulty in raising and selling $20,000,000 of fruit every year from the Mesilla Valley.

THE MIMBRES BASIN.

This sink or basin of the Mimbres is remarkable. In New Mexico it comprises the northern half of a remarkable valley, the center of which is Lake Palomas, in Mexico. From all sides the waters flow toward this lake, and the strange thing is that they preserve their freshness. Indeed, the lake is largely fed from fresh-water springs in its bottom; so powerful are these, that the surface over the larger ones is noticeably disturbed. The drainage from the continental divide goes into this lake. At Deming an effort has been made, that certainly promises success, to bring to the surface sufficient of the water seeping toward this lake to make a large area fertile. As yet it has not passed beyond the experimental stage, but good engineers predict a certain success, and attention is thus briefly called to its merits.

W. T. THORNTON,
Governor of New Mexico.

OCTOBER 1, 1894.

REPORT

OF

THE GOVERNOR OF OKLAHOMA.

GUTHRIE, OKLA., *August 28, 1894.*

SIR: Pursuant to your request of July 14, 1894, I have the honor to submit the following report of the condition and progress of Oklahoma Territory for the fiscal year ending June 30, 1894:

GENERAL OBSERVATIONS.

In the year that is past Oklahoma has been almost constantly before the people of the United States through the press and is becoming much better known and understood, although there are yet many erroneous ideas current with the people. I shall endeavor to present the true condition and progress free from any of the pernicious "boom" statements that have heretofore been so injurious to many of the Western States. Oklahoma has never had a boom or anything like it, but its progress has been steady and rapid ever since the 22d of April, 1889. Capital has not as yet sought investment to any great extent in Oklahoma, but there has been a real and substantial increase in wealth from the almost unlimited natural resources of the Territory, and it now furnishes one of the best fields for capital in the United States. Every step that is made is fundamental, and to the present inhabitants is consigned a trust the faithful execution of which will largely determine the happiness and prosperity of many generations to come. The enterprise of the people has always been a matter of remark among strangers. But at the original opening of Oklahoma proper and at the opening of the Cherokee Strip the world has beheld the strange sight of a city of 10,000 inhabitants built in a day and a territory of 9,400 square miles settled in one half day. Many of the farms are already in a high state of cultivation.

POPULATION.

In the table below is given the population of the Territory by counties, as shown by the returns of the assessors. It is believed that the returns are in quite a number of instances too low and that the total population of the Territory is at least 250,000. Of these an unusually large number are engaged in agriculture, and some in manufacturing. The percentage of foreigners is very small. The settlers consist principally of American-born citizens and are a thrifty and intelligent class. Many were poor when they settled on their claims, but wherever they were industrious they have now fine farms and are quite well to do, very few owing any considerable amount.

Population by counties on the 1st day of February, 1894, as shown by reports of county clerks to the Territorial auditor.

County.	Population.	County.	Population.
Beaver *	2,316	M †	16,000
Blaine	5,899	N	2,241
Canadian	13,259	O	14,994
Cleveland	12,716	Oklahoma	20,523
D	1,640	P	7,570
Day *	215	Payne	13,407
G	2,572	Pottawatomie	12,875
K	14,379	Q	5,613
Kingfisher	15,155	Roger Mills	1,023
L	14,032	Washita ‡	1,800
Lincoln	14,554		
Logan	19,532	Total	212,635

* 1893. † Estimated. ‡ 1892.

TAXABLE PROPERTY.

The following is the valuation of all property in each county as fixed by the Territorial board of equalization:

Beaver	$384,288.58	M	$682,206.78
Blaine	260,141.00	N	720,378.14
Canadian	1,889,631.57	O	790,617.59
Cleveland	1,389,008.10	Oklahoma	3,279,886.25
D	90,757.00	P	966,563.16
Day	151,950.58	Payne	958,077.57
G	147,207.00	Pottawatomie	658,343.0[illegible]
K	962,997.00	Q	185,853.0[illegible]
Kingfisher	1,562,038.43	Roger Mills	256,209.0[illegible]
L	808,829.22	Washita	193,604.0[illegible]
Lincoln	648,734.00		
Logan	2,950,619.89	Total	19,947,922.8[illegible]

The assessment given above does not include very much real property save in the cities. In the greater number of cases where parties have made final proof it was too late to be included in the assessment of 1894, therefore the assessment is very much less than it will be when the title to the land is vested in citizens. The farmers have not had time to accumulate very much personal property. The larger portion of their earnings have been used in improving the land. During this year most of the settlers in that portion of Oklahoma which was opened to settlement April 22, 1889, will make final proof on their claims, which will at least double the taxable property of the Territory and lower the present high rate of taxation.

RAILROADS AND TELEGRAPH.

There are four lines of railroad in Oklahoma in active operation. The Atchison, Topeka and Santa Fe and Chicago, Rock Island and Pacific run through the Territory from north to south. The Choctaw Coal Road, extending from El Reno to Oklahoma City, connecting the Chicago, Rock Island and Pacific and Atchison, Topeka and Santa Fe, is being built on from South McAllister, Ind. T., where it will connect with the main line. The southern division of the Atchison, Topeka and Santa Fe runs through the northwestern part of the Territory and does a thriving business in shipping cattle. Several other lines of road are contemplated. A charter has been granted to the Kansas, Oklahoma, Central and Southwestern Railroad Company, which proposes to

build a line from Coffeyville, Kans., to Guthrie and on through the Territory in a southwesterly direction, connecting with Texas lines. An extension of the Frisco from Sepulpa westward has been much talked of. While many of the Western States have made the mistake of too much railroad building, Oklahoma has not enough, and no doubt, with the return of more prosperous financial times, capital will see many profitable lines of investment in railroads in Oklahoma. Certainly an east and west line is very much needed, thus bringing in close contact Oklahoma and Indian Territories and opening up vast resources of commerce.

Below is given the assessment of railroads, telegraph lines, and sleeping cars made by the Territorial board of equalization.

Requests were sent to the several railroads asking for statements as to amount of business done, revenues, etc., but up to date no such statements have been received. It is believed, however, that despite the hard times prevailing in the country the railroad lines doing business in Oklahoma have done well and have felt the influence of the times as little as any lines in the country.

	Miles.	Valuation per mile.	Total.	Grand total.
Atchison, Topeka and Santa Fe:				
Arkansas City Division—				
Main track	117.68	$5,250.00	$617,820.00	
Side track	15.50	2,000.00	31,000.00	
Rolling stock	117.68	1,092.50	128,565.00	
Buildings			14,105.00	
Personal property other than rolling stock			1,934.00	
				$793,424.00
Kiowa Division—				
Main line	116.30	4,000.00	465,200.00	
Side track	8.08	1,500.00	12,120.00	
Rolling stock			46,261.00	
Buildings			12,069.00	
Personal property other than rolling stock			1,609.00	
				537,259.00
Chicago, Rock Island and Pacific:				
Main line	116.86	5,250.00	613,515.00	
Side track	7.73	2,000.00	15,460.00	
Rolling stock		300.83	35,155.38	
Buildings			9,635.00	
Personal property other than rolling stock			1,050.00	
				674,815.38
Choctaw Coal Road:				
Main line	31.68	4,500.00	142,560.00	
Side track	2.84	1,500.00	4,260.00	
Rolling stock			9,715.00	
Buildings			2,700.00	
				159,235.00
Western Union Telegraph Co	350.84	150.00	52,626.00	52,626.00
Choctaw Telegraph Co	31.00	75.00	2,325.00	2,325.00
Pullman Palace Car Co.:				
Atchison, Topeka and Santa Fe Railroad			4,607.76	
Chicago, Rock Island and Pacific Railroad			3,231.54	
				7,839.30
Total				2,227,533.68

BANKS AND BANKING.

The financial depression throughout the country has affected Oklahoma somewhat less than other parts of the country. Very few banks have failed, and a smaller number among business firms have occurred. This condition was owing very largely to the fact that the people of Oklahoma were not in debt. Everywhere in Oklahoma has a conservative spirit prevailed, as well among people in general as in financial circles.

There are fifty-six banks in the Territory—six national banks an fifty private banks. Many of the private banks have very small capit but others are doing a good business. All of the national banks a prosperous and sound. There is no bank commissioner in the Ter tory and so it is not possible to obtain accurate statistics. I have w ten all the banks for reports, but so many failed to reply that I can give the exact amount of capital stock or deposits, or loans and counts, though I very much desired to do so.

PUBLIC FINANCES.

Below is given the latest financial statement of Oklahoma Territory, made by the auditor May 1, 1894:

Total general fund warrants issued to May 1, 1894	$135,866.39
Total general fund warrants redeemed to May 1, 1894	52,195.53
Total general fund warrants outstanding to May 1	83,670.86
Taxes for 1893, now due	42,484.93
Balance against Territory	41,185.93
Estimated taxes for 1894, payable in May, 1895	59,373.40

The expenses for the past year have been unavoidably quite heavy, and the revenues of the Territory are still limited, owing to the fact that the title to most of the land is in the United States and is therefore not taxable. Settlers are delaying final proof as long as possible in order to avoid paying taxes. However, the time is very short, in Oklahoma proper, until all settlers who filed at the opening must make final proof. Whenever the land becomes taxable there will be plenty of money to run the Territory at a low rate of taxation.

The commitment and care of the insane has been a very expensive item. They are at present confined at Oak Lawn Retreat for the insane, at Jacksonville, Ill., by contract with Dr. J. D. McFarland, the proprietor. The Territory has expended for care of the insane from January 1, 1893, to May 1, 1894, $25,805.96, having already exceeded the appropriation made by the legislature by $10,805.96. The Territory pays the officer's fees and expenses while taking patients to the asylum.

Although a very close check has been held on requisitions, the expenses arising from requisitions on the governors of other States have amounted to $7,110.31. The commitment and care of the prisoners has cost about $8,000.

The Territory now has outstanding $48,000 in thirty-year 6 per cent school bonds, redeemable in ten years, the proceeds of the sale of which was used in the erection of buildings for the Territorial University, Territorial Normal School, and Agricultural and Mechanical College.

Many of the counties have considerable outstanding indebtedness in the form of warrants, and a few are bonded.

PUBLIC SCHOOLS.

The people of Oklahoma have been truly loyal to the public schools, and, before there was any law regulating the subject, the people in a large number of districts built schoolhouses and hired teachers, and had very good schools. Now neat schoolhouses dot the whole country, and there is a schoolhouse convenient to every family. The school districts are in the main 3 miles square. In most, if not all the counties,

rmal institutes have been held for training teachers during the sum-
r months.

The only Territorial fund for public schools is that derived from leas-
; school lands. This fund has largely increased in the past year,
d will likely in the near future increase to $100,000. At the last
niannual apportionment, $31,241.28 was apportioned to the several
nties, making 42 cents per capita for each child of school age. The
ool population of the Territory by counties, as shown by reports
county superintendents, and the apportionment made by the Terri-
ial superintendent July 30, 1894, is given below:

County.	School population.	Amount.	County.	School population.	Amount.
ver	1 025	$430.50	M	7,702	$3,234.84
ine	2,028	851.76	N	723	303.66
adian	4,163	1,748.46	O	3,265	1,379.70
veland	4,335	1,820.70	Oklahoma	6,405	2,690.10
	123	51.66	P	1,825	766.50
	103	43.26	Payne	5,880	2,469.60
	1,056	443.52	Pottawatomie	4.086	1,716.12
	5,282	2,218.44	Q	1,554	652.68
gfisher	6,200	2,604.00	Roger Mills	632	265.44
	4,235	1,778.70	Washita	761	319.62
coln	4,948	2,078.16			
an	8,033	3,373.86	Total	74,384	31,241.28

COLLEGES.

The University.—The Territorial University was established at Nor-
n by act of the first legislative assembly. It is supported by a one-
f mill tax on the taxable property of the Territory. By act of
ngress, approved May 4, 1894, section 13 in each Congressional
rnship in the former Cherokee Outlet, Pawnee and Tonkawa Indian
ervations, was set aside for the use and benefit of the University,
rmal School, and Agricultural and Mechanical College. This fund
l amount to something like $7,500 each for the colleges after the
nuary leasing and will be a very material aid to them. The people
Oklahoma will ever feel grateful to the President and Congress for
s beneficent gift.

There were 147 students in attendance, an increase of 28 over the
vious year. The faculty now consists of 4 able professors and 1
tructor. The course is a severe one, and the graduates of the Uni-
sity of Oklahoma will be fully as well equipped as the graduates of
stern institutions of learning. It is the purpose of the legislature
make this institution second to none in the West. A large and
nmodious building at Norman was erected during the last year.

TERRITORIAL NORMAL SCHOOL.

The first legislative assembly established the normal school at Edmond
l provided for a levy of one-half mill tax for its support. During the
st year a fine building was erected for the use of this institution.
st year there was an enrollment of 116 students. The faculty con-
ts of 5 members. The institution presents 3 courses, elementary,
entific, and Latin. The college, in addition to preparing teachers,
es thorough literary training, fitting its students for business or the
fessions.

AGRICULTURAL AND MECHANICAL COLLEGE.

The Oklahoma Agricultural and Mechanical College was located and established in Payne County by an act of the first legislative assembly which took effect on the 25th day of December, 1890. The town of Stillwater gave $10,000 in land and money to secure the location of the college adjoining the corporation limits. Two hundred acres of land were given, well situated for the purpose.

With this land and buildings costing $3,000, which were erected from United States funds, the Agricultural Experiment Station, by law "a department of the college," began its operations during the year 1891, under the provisions of the act of Congress approved March 2, 1887, and became the recipient of the annual Congressional grant of $15,000 for this purpose.

The college, as an educational institution, was organized and tentatively opened in a borrowed building at Stillwater, in December, 1891, there being at the beginning 45 students.

The Territory of Oklahoma accepted the provisions of the act of Congress approved August 30, 1890, and known as the "new Morrill act," by an act of the legislature approved March 7, 1893, and this college became the beneficiary of the annuity under the said act of Congress, amounting now to $20,000.

Under an act of the second legislative assembly, approved March 13, 1893, the sum of $15,000 was provided by the Territory for a college building. This and the Stillwater contribution enabled the board of regents to erect a substantial and suitable building of pressed brick and stone and properly furnish the same, and it is ready for occupation and use of the college for the school year to begin September 12, 1894.

The college shares in the income from the leases of reserved sections No. 13, in the townships of the Cherokee Outlet, and will receive from this source the present year about $1,600, with the prospect of material increase on this account in years following.

The total income of the college, including the experiment sttaion, was $34,000 during the year ending June, 30, 1894. For the year 1894–'95 the estimated income is $36,500, while unexpended balances of $18,500 are carried forward, making a total of $55,000 available for the year. A considerable part of the share for college purposes proper ($40,000) will be used to purchase models, apparatus, appliances, and facilities for instruction in general, to thoroughly equip the various departments of the college.

The faculty of instruction consisted the past year of a president and 6 professors, and will be the same the coming year, with the addition of 1 professor.

The attendance during the past year has somewhat exceeded 100, organized in 2 college classes and 2 preparatory. For the coming year, 3 college classes will be organized and there is prospect of considerable increase in the number of students. The college maintains no domestic establishment. The students find homes among the families of the town. No tuition is charged and living expenses are not high, so that a student can get through the college year of nine months upon a total expenditure of $140 to $175, besides necessary clothing.

The college at present offers a course of study which is broad, liberal, and practical, having for its "leading object" agriculture and such branches of learning, especially the sciences, as relate to the foundation industry of the Territory and the country; these branches also have a direct bearing upon various other pursuits and professions of life of an industrial character.

THE INSANE.

The Territory has no insane asylum. At present the insane are cared for at a private asylum, Oak Lawn Retreat for the Insane, at Jacksonville, Ill., under a contract by which the Territory pays $25 per month for the care of each person, and pays transportation and fees of officers, the asylum paying the transportation of the insane person.

The last legislature appropriated $15,000 to defray the expenses of the insane for two years. That appropriation is now overdrawn, and it is estimated that the expenses will amount to $50,000 by the meeting of the legislature in January. The Territory certainly needs relief from such an enormous expense, and it will be one of the subjects demanding attention of the next legislature.

PENITENTIARY.

The Territory has no penitentiary, and convicts are now cared for at Lansing, Kans., by contract with the State. The Territory pays 25 cents per day for each prisoner.

PUBLIC BUILDINGS.

The Territory has no public buildings for Territorial purposes save three college buildings. All the Territorial offices are compelled to pay rent, which very much increases the expense. A few of the counties have court-houses. I have urged the building of some kind of structure in each county to stop the payment of ruinous rents. I trust that in the near future both the Territory and the counties may have some public buildings of their own. The beneficent act of the President and Congress in setting aside section 33 in each Congressional township in the former Cherokee Outlet for the construction of public buildings, will make a fund that will one day go far toward remedying this evil. There will be a revenue from this section amounting to very nearly $25,000 per annum.

AGRICULTURE.

Agriculture is the principal occupation of the people of Oklahoma. Almost every quarter section has an occupant. There are as many fine farms and as well improved as one would want to see. It is difficult to realize as you pass through the Territory that only five years ago the coyote and deer held their native sway. The soil of Oklahoma is in the main very fertile, consisting largely of a sandy loam. It is very easy to stir, and a farmer can cultivate a large tract with a minimum expense. The soil holds moisture excellently and the valley and bottom lands will very nearly mature a crop in a dry season without rain. The rains have been very satisfactory in the past five years, proving that Oklahoma is not a portion of the former great American desert.

A very considerable amount of surprise was evoked at the World's Columbian Exposition when the awards were announced and Oklahoma appeared with so large a list. In the article on the World's Columbian Exposition is given a list of awards made to Oklahoma, which is certainly very flattering and covers a large number of the principal agricultural products. In wheat Oklahoma leads the world, and while her flour only took second premium I am told that the flour that took first premium was made from Oklahoma wheat. Corn is a good crop. Cotton is fast becoming one of the standard crops and gives evidence of

being of the very finest quality. Peanuts grow to an enormous size and took the premium at the World's Fair at Chicago. Oats do well and make a profitable yield. There are no finer watermelons raised in the United States than those that grow in Oklahoma. They are of exquisite flavor. The sweet potatoes are very fine. Irish potatoes do well. Kaffir corn and milo maize are raised very extensively by farmers in the reservations recently opened and make a most excellent sod crop. Of course the country is much too young to say much of it as a fruit-raising country, but some of the finest peaches in the market this year were raised in Oklahoma. Grapes grow to perfection and the white grapes promise to rival those raised in California in quality and flavor.

STOCK-RAISING.

Before the opening of Oklahoma the cattlemen used its vast prairies for pasture. With its settlement they were driven out or driven westward. The high price of hogs has made them exceedingly profitable. The grade of stock is steadily being raised. Many fine-blooded horses are being shipped into the Territory. Not very much has been done in woolgrowing, though the Territory is well adapted to that industry.

MINERALS.

The land of Oklahoma has been declared by Congress to be nonmineral in character. Notwithstanding this, there are strong indications of valuable mineral deposits in many places in the Territory. Specimens of lead, zinc, iron, copper, coal, lignite, asbestus, asphalt, gypsum, and other minerals have been found, but the place of their deposits have not been made known, fearing it might affect the title to the land in some way. In digging several wells in the vicinity of Stillwater, at a depth of 100 to 140 feet from the surface, a sand rock containing marked indications of petroleum has been found, and in other places small fragments of coal showed strong indications of a good quality of nearly anthracite coal. Most of these specimens came from the Cimmaron, in county Q, or the east side of Payne County.

The limestone that crops out along the creeks and rivers east of Stillwater, and Perkins is fossiliferous, very compact, and capable of a high polish, and when burned makes a strong lime, unequaled for building and plastering purposes.

Gypsum occurs very plentifully in all directions, and in time will be a valuable agent in recovering the areas of alkali soil that occur so commonly over the Territory.

There are plenty of surface indications of both coal and gas, besides oil, and a survey will undoubtedly develop all these things at no great depth, perhaps from 400 to 600 feet for coal and 700 to 900 feet for gas and oil.

Asphalt is found in the southwestern part of Oklahoma, and will in time form a valuable mineral deposit.

It is certain that in the northeastern part of the Territory is a large area, as valuable for minerals as any part of the region near Joplin, Mo., as it appears from surface points to belong to the same formations. In the Wichita Mountains many rich specimens of gold ore have been found. There are old mines that have been worked by the Spaniards, and every indication would point to rich deposits. A complete survey of the Territory should be made at an early date with a view to developing its mineral resources.

Building stone of excellent quality is found in many places. Near rkansas City is found a fine quality of flagging and building stone. n many parts of the Territory there is an abundance of red sandstone hich is largely used for building purposes. It is soft at first, but ardens with exposure. Many of the finest and most substantial buildngs are built from this stone. There is an abundance of clay for ricks everywhere.

MANUFACTURING.

Manufacturing industries have as yet been very little developed in Oklahoma, though unquestionably some excellent inducements are offered. There are many fine flouring mills that not only supply the home demand, but make large shipments to other States. Oklahoma flour has already acquired an enviable reputation and took second premium at the World's Fair. With the extension of the Choctaw road from South McAllister, and a direct communication thus established with the coal fields, manufactories of all kinds will spring up.

SOCIAL AND RELIGIOUS.

The Territory has made considerable advance in its social and relious phases, and will, I think, compare very favorably with the older tates. Its institutions are not so well established, but there is an thusiasm and spirit in all kinds of work peculiar to new countries. he people are cordial and friendly and easy of acquaintance. There e no strong caste lines as in older countries, and few class jealousies contend with. The people have come from every State in the Union, th North and South, but are easily molded into one commonwealth. ociety events in the larger cities are numerous, and are often quite rmal.

The churches early recognized the importance of Oklahoma as a field r their labors, and sent strong mission forces here at the time of the pening, and services were held in all the principal cities on the first unday after the opening. Since then they have steadily grown. The arious mission boards have been very liberal in their allowances for he work here, and each denomination seems to vie with the other in stablishing churches and congregations.

There have been few great revivals, but religious interest in the Terriory has been steadily increasing. Requests were sent to ministers of all lenominations for statistics relating to their churches, and answers rom the following have been received:

aptist—(reported by Rev. L. J. Dyche):	
Number of white churches	95
Membership, at least	3,000
Membership, about	2,000
Value of church property	$25,000
Missionary appropriation	$15,000
piscopal—(reported by Bishop F. K. Brooke):	
Organized missions	12
Other places where worship is held	7
Regularly maintained clergy	9
Communicants	300
Church edifices	8
Value of church property	$16,000
atholic—(reported by Bishop Maerschaert):	
Number of churches	24
Membership	9,000 to 10,000
Number of academies for young ladies	4
Colleges for boys	1

Catholic—Continued.	
Schools for boys and girls	4
Schools for Indian children	4
Schools for colored children	2
Presbyterian—(reported by Rev. Fred W. Hawley):	
Churches	31
Membership	1,000
Ministers	20
Missionary appropriation	$10,000
Value of church property	$25,000
Congregational—(reported by Rev. J. H. Parker):	
Number of churches	55
Number of members	1,200
Value of church property	$25,000
Number of missionaries	35
Missionary appropriation	$10,000
Value of college property	$25,000
Methodist Episcopal—(reported by Rev. Joel F. Smith):	
Number of church edifices	42
Number of organizations much larger.	
Value of church property	$58,400
Missionary appropriation	$10,110
Epworth League Chapters	20
Epworth League membership	800

INDIANS.

There are on their allotments in Oklahoma the following tribes of Indians: Iowa, Sac and Fox, Absentee Shawnee, Pottawatomie, Kickapoo, Cheyenne and Arapaho, Pawnee, and Tonkawa.

A large number of these Indians are well to do and are adopting the ways of civilization. They have farms and good farm implements, horses, and carriages, and dress in citizen's clothes, which are, however, decorated usually with some trinket peculiar to Indians. Many still prefer blankets to coats and wear blankets outside their coats. Not a few who have taken thorough courses in educational institutions come home and doff the college clothes and dress for the blanket, paint, and feathers. Some even will pretend not to be able to speak English. However, I believe I am justified in saying that the Indian has made double the advancement on his allotment that he made when living on the reservation. Indian life on the reservations is not essentially different from the life his grandfathers led, save that his warlike spirit is pretty much subdued. From all that I can see of Indian life on both reservation and allotment, I am led irresistibly to the conclusion that the allotment of the land to the Indians in severalty is the best solution of the problem of Indian civilization.

STATEHOOD.

The question of statehood for Oklahoma has been much agitated, and the people are divided on the question. Some desire statehood for Oklahoma with its present boundaries; others prefer to have the matter of statehood deferred until such time as Oklahoma and the Indian Territory may be admitted as one State. There are many conditions and many intricate problems entering into the matter which must be carefully considered in order to arrive at a correct conclusion.

One of the most peculiar conditions and most difficult problems arises out of the peculiar relations of the Indians to the United States. The Indian tribes have so far been treated as powers that treaties have been made with them, and yet it is clear that they are merely wards of the nation and are as much subject to the laws of Congress as any

citizen. The lands of the Indian Territory are held by virtue of these treaties with the United States upon which patents have been issued. They have governments of their own, but are under the jurisdiction of the U. S. courts. The problem then is, how can these Indians be formed into a State? For the purpose of solving this and other perplexing problems relative to the future of the Indian nations, the Dawes Commission was appointed by the U. S. Government. In the attempts of this commission to treat with the Indians, considerable hostility has developed among the Indians against any further treaties looking to the allotment of their lands in severalty, or indeed any scheme which should open the reservations to white settlers, or sale to white men, or which should bring the Indians in closer contact with the white man. There is, however, in the Indian nations a progressive element that has strenuously insisted on allotment and statehood with both Territories combined.

Very much the larger portion of the Indian Territory is unsettled and in a state of nature. Some portions are very well tilled. It furnishes a rendezvous unexcelled for criminals from adjoining States, and is in its self-productive of crime. No courts in the Union have such bloody records as the U. S. courts at Fort Smith, Ark., and Paris, Tex., the courts having jurisdiction in the Indian country, and yet they have been unable to suppress crime or even diminish it to any great extent, and I am frank to say that I do not believe it can be done while the Indian country remains in its present condition.

The Territory of Oklahoma furnishes many reasons for single statehood for both Territories. As separate States neither Oklahoma nor the Indian Territory would rank among the great Western States either in extent or wealth. Together they would be equal to the greatest, and, in my opinion, the finest State west of the Mississippi.

The taxable property of Oklahoma alone is too small to support a State government properly. A large portion of the western part can be used only for grazing purposes. Already the burden of taxation is as heavy as is consistent with prosperous business. The necessary expenses of erecting a statehouse, penitenitary, asylums, college buildings, etc., would be a heavy burden upon the people of either State. I do not believe that any greater mistake could be made than to create two States out of a Territory just large enough for one.

I desire to emphasize the recommendation made in my report of last year that "negotiations be kept on foot with a view to the ultimate allotment in severalty of all the lands in the Indian Territory," and to add that in the event that the Indians finally refuse to treat on this basis, the situation will be one which, in my opinion, will demand positive action on the part of Congress looking to the accomplishment of the desired end.

INDIAN RESERVATIONS.

In this connection I desire to call your attention to the Indian reservations located within the Territory, to wit: The Kickapoo, Wichita, Kiawa, Comanche, and Apache, and to earnestly solicit the influence and assistance of your Department to secure their early opening to homestead settlement. Within these reservations is situated some of the richest lands to be found in Oklahoma. Much of it lies idle and unused. The only pretended use to which any of it is put by the present occupants is grazing Indian ponies and Texas steers. While this might at one time have been considered a most useful purpose to make of these rich lands, it can no longer be considered so when thou-

sands of landless and homeless worthy citizens are eagerly and anxious waiting the hour when they may lawfully go upon these lands a establish their homes and firesides. Give the Indian his allotme and let the white man have the residue, and thus give the poor ma home and the red man an ever-living and present object lesson in t civilizing influence of home building and its environs.

It is estimated that the opening of these reservations will a 50,000 to the population and many millions to the taxable prope of the Territory.

The allotment plan has proved beneficial to the Indians whose re vation have heretofore been opened for settlement in the Territory, and it will no doubt be equally beneficial to those yet to be opened. I sincerely hope that the day will not be far distant when there will be no Indian reservations in Oklahoma.

WORLD'S COLUMBIAN EXPOSITION.

The second legislative assembly appropriated $15,000 for the purpose of exhibiting the products and resources of Oklahoma at the World's Columbian Exposition at Chicago, and the governor was given charge of the matter. With this a very creditable building was erected and maintained. The exhibits of Oklahoma were first-class in every particular. Many persons pronounced the agricultural exhibit to be one of the finest exhibited by any State, and the list of awards made to Oklahoma would tend to prove the assertion. The products named in the list grow very nearly to perfection in Oklahoma. The victory for wheat and flour was a notable one, and will prove to be of great profit to Oklahoma. The following will show the condition of the appropriation:

Total amount of appropriation	$15.000.00
Total amount expended	10,698.57
Turned back into the Treasury	4,301.43

Awards to Oklahoma.

AGRICULTURAL.

Exhibitor.	Address.	Exhibit.
GROUP 1.		
C. G. Jones	Oklahoma City	Flour.
C. G. Jones	do	Wheat.
Oklahoma Territory	Cleveland County	Corn, oats, buckwheat, grass, peanuts.
GROUP 3.		
Oklahoma Territory	Guthrie	Red sorghum.
GROUP 5.		
A. J. Seay	Kingfisher	Squashes.
GROUP 9.		
Oklahoma Territory	Guthrie	Cotton.

MANUFACTURES.

GROUP 91.		
Mrs. S. D. McKay	Guthrie	Painted china.

SCHOOL LANDS.

By act of Congress approved March 3, 1891, the governor of Oklahoma was authorized to lease sections 16 and 36, reserved for the benefit of the common schools, under rules and regulations to be prescribed by the Secretary of the Interior. In April, 1891, the lands of Oklahoma proper were offered for lease. Governor Steele, in his report for the fiscal year ending June 30, 1891, said that out of 656 quarters, leases had been made on 584 quarters, and that he had realized in cash $4,536.82 and in notes $47,642.85. The larger number of these leases were made at low prices and the collections on these notes have been excellent.

As each successive reservation was opened the school lands have been leased. Prices have steadily advanced, and while many quarters leased in 1891 did not lease for more than $16 per year, the same quarters will now easily bring $50 per year.

In February, 1894, the school lands in the Cherokee Outlet were offered for lease. There were an unprecedented number of bids made, more than 18,000 in all. As high as 80 bids were received on one quarter-section, at prices ranging very high. On one section the bids aggregated $1,097 per year. About 1,000 awards were made on all these bids, but as no deposit was required to be made with the bids, many of the applicants failed to comply with the terms of their applications, and so forfeited their rights. There was a very alarming number of these bogus applications—about 400 in all—and they caused considerable annoyance and delay.

In April the lands in cases where parties had failed to comply with their applications were again offered for lease, and this time a deposit of $25 was required with each application. This effectually eliminated bogus bids, and since then this rule has been strictly adhered to and it works well. The work of leasing in the Cherokee Outlet had to be done largely by correspondence, which greatly increased the necessity for a larger clerical force. As high as 2,400 letters have been received in one day. Four clerks have been kept constantly and busily employed. The receipts in cash from leasing in the Cherokee Outlet were, in round numbers, $25,000, and in notes $100,000, due in December, 1894, 1895, and 1896. Every precaution has been taken to insure the best security possible on these notes, and all sureties have been required to make property statement on the notes. However, in view of the high rents agreed to be paid, it will be extraordinary if there is not a considerable per cent of bad notes.

The lands in the western counties do not lease so readily as those in the eastern portion, and there are not above 100 quarters leased in N County. The lands in Beaver County are practically all unleased. There seems to be no demand, and at this time there are only 22 quarters leased out of the 1,000 quarters in Beaver County. The main purpose for which these lands, as well as the lands of many of the western counties of Oklahoma, can be used is grazing. I am of the opinion that it would be advisable to lease as many sections to one person as he might desire. In that way it could be used by the cattlemen, and a very considerable fund derived therefrom.

The leases executed by Governor Steele in 1891 expired in April and July of this year. In the rule heretofore prescribed by the Secretary of the Interior no provision was made for renewing leases that had expired or were about to expire. It seemed unjust to offer all these

lands to the highest bidder, thereby practically compelling every lessee to bid against his own improvements; hence the matter was delayed, hoping that some more equitable law could be secured.

By act of Congress approved May 4, 1894, this whole matter of leasing school lands was transmitted to a board for leasing school land composed of the governor, secretary, and superintendent of public instruction. Pursuant to this act the board ordered the lands upon which leases would expire during the year 1894 to be re-leased for a term to extend from the expiration of their present lease until the 1st day of February, 1895, at a price, to be agreed upon by the board, not less than that heretofore paid. The reason for this action was that the season had far advanced, and already the lessees had planted crops, and no change could well be made. By the same act of Congress the legislature was authorized to make rules and regulations for the leasing of school lands; consequently it was thought best to extend the leases until the legislature should meet. The rent on the new leases was raised on an average of about 50 per cent.

I have endeavored to keep the expenses of this department at a minimum, but the vast volume of business passing through the office has considerably raised the expenses for the last year; besides, records had to be purchased, and a very considerable amount of advertising had to be done. Prior to this administration the records were very inadequate, and an entire and elaborate set of records had to be purchased.

In the tables appended I have endeavored to set forth the condition of the office and show the work of this year as compared with former years. The fund derived from these leases has grown to be a most excellent help to our common schools, and will probably reach $2 per capita.

By the act of Congress approved May 4, 1894, the reservation by the President of sections 13 and 33 in each Congressional township for the use of colleges and public buildings, was confirmed, and the board for leasing school lands was authorized to lease the same for three years. The board advertised for bids to be received until July 17, 1894, but as the leasing of these lands does not come within the fiscal year they cannot be treated here, except to say that the reservation of these lands was a very praiseworthy act on the part of the President and of Congress, and will do much to advance the educational and public interests of the Territory.

This increases the land under the control of the school-land office until now it has reached, in round numbers, 1,250,000 acres.

Notes on hand June 30, 1894.

Due.	Number.	Amount.	Due.	Number.	Amount.
Jan. 1, 1892	28	$1,175.47	Jan. 1, 1894	82	$3,472.[illegible]
Apr. 1, 1892	17	485.40	Apr. 1, 1894	37	1,029.[illegible]
Dec. 15, 1892	55	1,640.28	Dec. 15, 1894	1,433	49,981.[illegible]
Jan. 1, 1893	61	2,737.40	Dec. 15, 1895	1,152	45,542.[illegible]
Apr. 1, 1893	29	778.25	Dec. 15, 1896	520	28,716.[illegible]
Miscellaneous	17	367.00			
Dec. 15, 1893	189	5,531.31	Total		141,459.[illegible]

Receipts and expenditures for the fiscal year ending June 30, 1894.

Cash on hand June 30, 1893	$223.19
Net cash received June 30, 1893, and June 30, 1894	50,052.60
Total	50,275.79
Expenses for year	4,062.62
Turned over to Territorial treasurer	46,083.29
Cash on hand June 30, 1894	129.88
Total	50,275.79

Net proceeds from leasing school lands.

For fiscal year ending—	
June 30, 1891	$4,536.82
June 30, 1892	21,346.13
June 30, 1893	19,164.67
June 30, 1894	46,586.29
Total net proceeds	91,633.91

Permit me to say in closing that I have the greatest faith in the future of Oklahoma, and I believe that with its excellent climate, fertile soil, and distinctively American inhabitants, Oklahoma will one day add a star of the first magnitude to that glorious star spangled emblem of liberty.

I have the honor to be, your most obedient servant,

WILLIAM C. RENFROW,
Governor.

Hon. HOKE SMITH,
Secretary of the Interior,
Washington, D. C.

APPENDIX.

The following is a statement showing the business done by the several railroads in Oklahoma Territory for the fiscal year ending June 30, 1894:

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

Statement showing pounds of freight received and forwarded from stations in Oklahoma Territory for the fiscal year ending June 30, 1894.

Pounds of freight forwarded	134,112,304
Pounds of freight received	231,306,016
Revenue received from freight forwarded	$218,172.54
Revenue received from freight received	644,601.73
Total receipts from freight received and forwarded	862,774.27
Freight passing through Oklahoma Territory:	
Total number of pounds	310,420,711
Revenue derived from same:	
North bound	$651,217.56
South bound	595,709.71

Statement showing passengers carried and revenue derived therefrom in Oklahoma Territory.

Number of passengers carried	211,[illegible]
Receipts from passengers	$233,008
Total earnings from both passenger and freight service	$1,095,782[illegible]

ATCHISON, TOPEKA AND SANTA FE RAILROAD.

Statement showing pounds of freight and passengers carried and revenue derived therefrom in Oklahoma Territory during the year ending June 30, 1894.

Pounds of freight received	289,316,000
Pounds of freight forwarded	141,562,000
Revenue derived from freight	$787,439.35
Number of passengers carried	242,463
Revenue derived from passengers	$386,660.76
Total revenue from both passenger and freight service	$1,174,150.11

THE CHOCTAW COAL AND RAILWAY COMPANY.

Total revenue derived from freight carried	$31,055.15
Total revenue derived from passengers	27,198.44
Total revenue from mail, telegraph, and express	2,698.22
Total	60,951.81

REPORT

OF

THE GOVERNOR OF UTAH.

SALT LAKE CITY, *October 16, 1894.*

ɪ: I have the honor to submit the following annual report for the 1894:

POPULATION.

County.	Census report, 1890.	Estimated population, 1894.	County.	Census report, 1890.	Estimated population, 1894.
.....	3,340	3,727	Salt Lake.....	58,457	70,350
.....	7,642	8,295	San Juan.....	365	500
.....	15,599	17,955	Sanpete.....	13,146	15,855
.....	6,469	6,993	Sevier.....	6,199	7,833
.....	4,866	7,350	Summit.....	7,733	8,925
.....	2,457	3,696	Tooele.....	3,700	4,305
.....	541	790	Uintah.....	2,292	3,832
.....	2,683	2,913	Utah.....	23,416	29,925
.....	5,582	6,510	Wasatch.....	4,627	5,092
.....	1,685	1,968	Washington.....	4,009	4,620
.....	4,033	4,252	Wayne.....	642	1,050
.....	1,780	1,974	Weber.....	23,005	29,925
.....	2,842	2,467			
.....	1,527	1,732	Total.....	207,905	252,834

UNITED STATES LAND OFFICE.

ɪent of the business of the U. S. land office at Salt Lake City, Utah, for the fiscal year ending June 30, 1894.

Kind of entry.	Number.	Acreage.	Amount.
ɪtries (excluding area in commuted homesteads, timber ree, and preemptions).....	102	2,107.88	$9,879.03
l entries.....	54	944.633	4,855.00
l applications.....	33	744.3546	330.00
entries.....	178	24,660.69	6,165.35
esert entries.....	66	14,347.16	15,433.10
ɛad entries.....	580	78,616.92	8,929.23
omestead entries.....	160	24,164.27	1,003.26
mber-culture entries.....	10	986.32	40.00
e mining claims.....	19	.....	190.00
ngs.....	42	.....	126.00
tries.....	8	1,984.54	15,290.80
d selections.....	2	.....	4.00
ɔny fee, etc.....	.....	.....	374.98
ɪ' filings.....	1	160.00	3.00
otal.....	1,255	147,816.7676	62,623.75

SETTLEMENT OF PUBLIC LANDS.

Statement showing the disposition and settlement of public lands in Utah Terr[illegible]ory and [illegible] total business of the land office at Salt Lake City from the time of its openi[illegible] in Mar[illegible] 1869, to the end of the fiscal year ending June 30, 1894.

	Number.	Acreage.	Amo[illegible]
Cash entries	4,290	380,835.09	$631,[illegible]
Mineral entries	2,001	32,258.28	114,[illegible]
Mineral applications	2,277		2[illegible]
Desert applications	3,996	783,072.97	203,[illegible]
Desert final entries	1,011	191,058.63	197,[illegible]
Homestead entries	11,074	1,408,950.18	169,[illegible]
Homestead final entries	5,107	723,540.65	23,[illegible]
Timber-culture entries	1,577	179,305.49	17,9[illegible]
Timber-culture final entries	33	3,552.52	1[illegible]
Adverse mining claims	966		9,42[illegible]
Preemption filings	11,995	1,445,087.88	25,9[illegible]
Coal filings	1,256	154,840.00	3,7[illegible]
Coal cash entries	117	191,587.34	30,[illegible]
Union Pacific and Central Pacific Railroad selections	7	778,458.24	8,845.64
Land warrants		23,957.00	615.00
Agricultural college script		84,912.00	2,222.00
Valentine script		280.12	14.00
Chippewa script		479.82	10.00
Supreme Court script		4,530.02	
Sioux half-breed script		360.00	6.00
Soldiers' filings	1	160.00	2.00
Timber sold			127.00
Timber depredations			15,422.21
Testimony fees			18,134.00
Total	45,708	6,387,229.23	1,525,565.40

REAL AND PERSONAL PROPERTY AND IMPROVEMENTS, 1894.

Statment showing the assessed valuation of real and personal property and improvements in the several counties for 1894.

Counties.	Real property.	Improvements.	Personal property.	Railroads, telegraphs, telephones.	Total, 1894.
Beaver	$298,501	$227,506	$365,604	$182,276	$1,084,287
Boxelder	1,568,020	352,135	412,845	1,820,025	4,153,025
Cache	2,965,071	931,387	940,006	419,304	5,255,769
Carbon	143,904	80,055	270,812	394,054	888,915
Davis	1,666,119	523,705	311,143	577,868	3,078,835
Emery	218,774	94,585	247,130	465,830	1,026,319
Garfield	87,433	99,102	202,098		388,633
Grand	47,817	22,666	226,118	633,256	929,860
Iron	276,993	149,910	319,177	444	746,524
Juab	562,286	375,500	590,452	545,575	2,073,813
Kane	92,459	118,439	343,161	27	554,086
Millard	330,278	137,560	283,582	466,933	1,218,353
Morgan	258,110	117,570	110,150	243,641	729,471
Piute	98,883	49,751	131,499		280,133
Rich	486,419	80,672	192,588		759,680
Salt Lake	23,543,669	8,665,200	6,978,949	1,974,832	41,162,650
San Juan	3,000	10,775	246,689		260,464
Sanpete	1,601,591	705,690	922,565	457,764	3,687,610
Sevier	513,787	270,095	437,002	38,970	1,259,854
Summit	1,022,835	856,770	912,467	657,893	3,449,965
Tooele	515,283	236,864	410,928	217,709	1,380,784
Utah	3,810,685	1,903,400	1,272,644	1,820,233	8,806,962
Uintah	248,933	106,190	250,603		605,726
Wasatch	477,585	236,335	218,625	232	932,777
Washington	289,965	257,000	388,295	671	935,971
Weber	7,945,309	3,167,800	1,634,716	853,362	13,601,233
Wayne	57,820	43,305	150,349		251,474
Total	49,131,679	19,819,969	18,780,242	11,771,352	99,503,[illegible]

REVENUE, TERRITORIAL AND DISTRICT SCHOOL TAX.

ement of the revenue from the tax levy for the years 1892 and 1893 for school purposes.

Counties.	Territorial and school tax.		Counties.	Territorial and school tax.	
	1892.	1893.		1892.	1893.
der	$20,188.85	$21,046.49	Salt Lake	$256,681.86	$242,339.27
r	5,877.95	6,104.50	Summit	20,352.08	20,786.48
	31,919.18	31,008.18	Sanpete	22,171.35	22,148.00
	17,943.95	18,196.83	Sevier	6,720.28	6,943.50
y	9,253.41	10,204.06	San Juan	1,992.72	1,901.60
ld	2,813.13	1,781.16	Tooele	8,653.35	9,049.01
l	4,529.40	5,827.82	Utah	50,151.23	46,515.55
	3,832.08	4,086.28	Uintah	2,843.12	2,889.41
	11,596.72	12,139.14	Weber	87,104.52	83,281.68
	4,916.94	3,662.60	Wasatch	5,742.15	5,532.94
an	3,878.77	4,232.92	Washington	4,654.41	4,665.25
rd	6,219.04	6,682.28	Wayne	1,428.75	1,379.16
	1,328.13	1,480.25			
	3,977.12	2,689.85	Total	596,790.49	575,574.21

ment showing the revenue for each year since 1853, and the total assessed value of property.

Year.	Territorial and school tax.	Value of property assessed.	Year.	Territorial and school tax.	Value of property assessed.
	$6,386.31	(*)	1874	$57,021.45	(*)
	17,348.89	$3,469,770.00	1875	58,222.95	$23,289,180.00
	16,999.38	2,937,977.00	1876	50,020.11	23,608,064.00
	12,892.43	2,578,486.00	1877	56,384.15	22,553,660.00
	9,032.32	(*)	1878	146,903.77	24,483,957.00
	9,957.17	3,982,869.00	1879	149,910.43	24,985,072.00
	23,369.50	4,673,900.00	1880	151,335.24	25,222,540.00
	25,160.92	5,032,184.00	1881	153,495.40	25,579,234.00
	47,795.18	4,779,518.00	1882	174,483.93	29,080,656.00
	50,482.00	548,200.00	1883	185,006.55	30,834,425.00
	33,480.02	6,696,004.00	1884	203,549.64	33,924,942.00
	47,269.65	9,453,930.00	1885	208,931.72	34,851,957.00
	52,338.98	10,467,796.00	1886	214,105.93	35,684,322.00
	53,239.13	10,647,826.00	1887	227,361.48	37,893,580.00
	52,669.36	10,533,872.00	1888	282,636.61	46,868,247.00
	59,968.03	11,393,606.00	1889	305,016.14	49,883,690.00
	33,639.09	13,455,636.00	1890	543,061.08	108,612,216.00
	38,163.56	15,265,424.00	1891	618,685.19	123,737,042.00
	43,976.40	17,590,560.00	1892	596,790.49	119,358,098.00
	53,870.87	21,548,348.00	1893	575,574.21	115,114,842.00

*No data.

LIVE STOCK.

Statement showing the number of horses and mules, cattle and sheep, assessed in Utah Territory for the years 1893 and 1894, and the assessed value for 1894.

HORSES AND MULES.

Counties.	1893.	1894.	Assessed value.
Beaver	2,690	2,379	$43,053
Boxelder	5,650	5,342	70,975
Cache	8,688	8,331	137,019
Carbon	.....	1,282	23,826
Davis	2,890	2,747	60,840
Emery	3,491	2,297	50,185
Garfield	3,438	.....	29,568
Grand	1,563	1,310	27,135
Iron	2,248	2,031	50,922
Juab	2,031	1,926	44,385
Kane	2,808	2,596	49,680
Millard	2,792	3,502	28,635
Morgan	1,312	1,270	17,080
Piute	1,432	1,251	24,175
Rich	2,380	817	26,743
Salt Lake	7,215	6,910	203,235
San Juan	1,088	1,212	20,150
Sanpete	5,485	5,305	83,165
Sevier	4,551	4,235	79,986
Summit	3,161	3,013	83,075
Tooele	4,249	4,031	58,187
Utah	8,403	7,455	186,265
Uintah	3,290	3,284	60,778
Wasatch	2,387	2,594	42,630
Washington	2,657	2,749	82,825
Wayne	1,551	1,529	33,985
Weber	4,646	3,683	104,529
Total	92,096	82,883	1,802,968

CATTLE.

Counties.	1893.	1894.	Assessed value.
Beaver	10,532	7,792	$123,986
Boxelder	12,076	10,922	88,360
Cache	11,876	11,970	123,580
Carbon	.....	5,339	55,070
Davis	4,442	4,794	58,781
Emery	16,115	8,604	92,370
Garfield	15,279	.....	78,451
Grand	15,062	11,850	131,230
Iron	8,444	6,821	71,673
Juab	4,734	2,911	30,127
Kane	14,328	14,422	147,051
Millard	5,988	7,941	79,638
Morgan	3,862	3,699	36,039
Piute	2,770	2,686	26,465
Rich	8,489	9,306	107,928
Salt Lake	6,978	6,909	103,956
San Juan	30,571	25,104	200,832
Sanpete	9,604	11,041	104,350
Sevier	10,204	9,432	78,913
Summit	8,212	7,722	94,507
Tooele	5,177	5,904	54,054
Utah	13,883	13,780	148,484
Uintah	7,140	6,754	73,020
Wasatch	6,917	6,677	70,560
Washington	14,988	15,422	159,385
Wayne	5,580	4,696	46,960
Weber	7,274	5,966	78,357
Total	259,925	228,554	2,473,945

ment showing the number of horses and mules, cattle and sheep, etc.—Continued.

SHEEP.

Counties.	1893.	1894.	Assessed value.
.....	72,290	40,106	$60,127
r.....	74,515	82,055	122,295
.....	19,659	11,629	17,584
.....	.....	53,183	79,774
.....	3,500	2,465	3,647
.....	73,975	29,070	44,630
.....	26,775	.....	23,485
.....	19,607	37,209	55,814
.....	79,507	75,060	107,532
.....	57,257	39,185	58,186
.....	68,230	67,980	101,970
.....	48,075	59,319	89,430
.....	6,282	6,630	9,165
.....	18,179	23,393	35,223
.....	.....	13,793	20,688
e.....	8,254	4,227	5,418
n.....	11,200	14,300	14,300
.....	252,313	217,710	325,737
.....	61,683	62,832	94,243
.....	10,373	10,664	16,610
.....	273,810	160,334	203,417
.....	74,306	131,848	199,415
.....	32,313	23,385	30,201
.....	15,000	14,271	22,245
gton.....	22,229	20,014	29,870
.....	24,705	17,635	26,355
.....	20,799	10,287	15,524
tal.....	1,374,836	1,228,584	1,812,885

BANK STATEMENT.

Statements have been received from the following-named banks showing the condition of their business June 30, 1894, as follows:

Name.	Capital.		Deposit.	
	1893.	1894.	1893.	1894.
Bank of Brigham City	$30,000	$30,000	$40,000	$56,000
Bank of Spanish Fork	25,000	25,000	8,861	17,000
Corinne: J. W. Guthrie	.....	50,000	.....	18,000
Davis County Bank	25,000	25,000	8,750	8,352
Kaysville: Barnes Banking Co	34,000	25,000	19,097	52,000
Lehi Commercial and Savings Bank	50,000	50,000	36,605	30,000
Thatcher Bros. Banking Co	170,000	150,000	142,914	125,421
Manti City Savings Bank	50,000	50,000	99,334	71,822
Mount Pleasant Commercial and Savings Bank	50,000	50,000	44,324	38,986
Nephi:				
Savings Bank and Trust Co	50,000	50,000	36,116	28,000
First National	50,000	50,000	41,227	50,000
Ogden:				
Utah Loan and Trust Co.'s Bank	200,000	200,000	137,137	154,000
State Bank	137,500	125,000	176,909	150,000
Commercial National Bank	150,000	150,000	200,000	80,000
First National Bank	150,000	150,000	284,660	250,987
Utah National Bank	200,000	100,000	200,000	200,000
Ogden Savings Bank	75,000	75,000	272,532	212,975
Park City: First National Bank	.....	50,000	.....	111,129
Payson Exchange and Savings Bank	31,800	31,800	20,952	16,436
Provo:				
Commercial and Savings Bank	75,000	75,000	59,858	67,846
First National Bank	60,000	50,000	26,814	28,725
Utah County Savings Bank	50,000	50,000	51,554	24,000
Richfield: James M. Peterson	.....	.....	.....	.....
Springville Banking Co	50,000	50,000	23,071	18,200
Salt Lake City:				
Bank of Salt Lake	300,000	100,090	379,047	316,467
Commercial National Bank	350,000	300,000	388,539	309,037
Deseret National Bank	500,000	500,000	930,000	1,000,000
National Bank of the Republic	522,000	500,000	259,000	350,000
Walker Bro.'s Bank	.....	.....	.....	842,643
Bank of Commerce	100,000	100,000	149,000	125,000
State Bank of Utah	500,000	500,000	342,149	350,000
Deseret Savings Bank	158,343	100,000	627,555	506,981
Zion's Saving Bank and Trust Co	400,000	400,000	1,145,370	926,346
Salt Lake Valley Loan and Trust Co	200,000	300,000	.....	.....
Utah Title Insurance and Trust Co. Savings Bank	150,000	150,000	.....	117,042
Wells, Fargo and Co. (branch)	.....	(*)	1,173,405	1,343,694
McCormick & Co	200,000	.....	600,000	800,000
Utah Commercial and Savings Bank	200,000	200,000	234,000	248,000
Utah National Bank	200,000	200,000	225,515	221,500
Total	5,493,643	5,011,800	8,379,295	9,266,569

* No report.

THE RAILROAD SYSTEM.

The railroad system of Utah.

Road.	From—	To—	Miles of line.	
			Gauge 4 feet 8½ inches.	Gauge 3 feet.
Rio Grande Western:				
Main line in Utah	Ogden	Colorado line	294.1	
Bingham branch	Bingham Junction	Bingham	14.15	
Alta branch	do	Wasatch	10.06	
Sanpete branch	Thistle Junction	Manti	60.8	
Sevier Railway (leased)	Manti	Salina	25.7	
Tintic Railway (leased)	Springville Junction.	Silver City	46.3	
Coal mine branch	Pleasant Valley	Coal mine	17.5	
Lake Park spur			1.5	
Utah Central coal mine spur			1.8	
Diamond spur			1.4	
Bingham tramway				3.5
Alta tramway				7.8
Total			473.33	11.3
Central Pacific in Utah, Ogden main line.	Ogden	Nevada line	157	
Utah Central:				
Main line	Salt Lake City	Fort Douglas		7.55
Do	do	Park City		31
Do	do	Mill Creek		3
Total				41.55
Union Pacific:				
Main line in Utah	Ogden	Wyoming	73	
Do	do	Frisco	280	
Salt Lake and Western	Lehi City	Eureka	63	
Echo and Park City	Echo	Park City	31	
Utah and Northern	Ogden	Idaho line	96.3	
Utah and Nevada	Salt Lake City	Terminus		37
Sanpete Valley	Nephi	Manti		52
Total			543.3	89
Great Salt Lake and Hot Springs	Salt Lake City	Farmington	18	
Salt Lake and Los Angeles	do	Saltair	15	
Grand total			1,206.61	140.3

Street railroad system.

	Electric.	Steam motor.
	Miles.	*Miles.*
Salt Lake	58	
Ogden	10	
Provo		6
Total	68	6

RAILROAD EXTENSIONS.

Of the Sanpete Valley road 16 miles from Chester to Manti was constructed during 1893. The company is now engaged in constructing another extension from Manti via Sterling to Morrison, a distance of about 8¼ miles, at which point they are opening an extensive deposit of coal, which will be of value to the future prosperity of the Territory.

MINING INDUSTRY.

Statement of the mineral product of Utah for the year 1893.

[Furnished by J. E. Dooly, esq., cashier of Wells, Fargo & Co., Salt Lake City.]

	Copper.	Lead unrefined.	Silver in bars.	Silver in base bullion and ores.	Gold in bars.	Gold in bullion and ores.
	Pounds.	*Pounds.*	*Ounces.*	*Ounces.*	*Ounces.*	*Ounces.*
Germania Lead Works	.....	19,225,000	.....	1,033,600	.....	7,995
Hanauer Smelter	237,750	7,910,000	.....	677,885	.....	4,350
Mingo Smelting Co	209,866	18,608,166	.....	1,482,694	.....	15,249
Daly Mining Co	.....	978,540	457,303	536,697	100	863
Ontario Silver Mining Co	.....	1,322,000	916,000	258,750	483	355
Silver Reef district	614,851	.....	33,609	7,671	.....	.....
Other mines and placers	.....	.....	.....	.....	17,673	.....
Net product, bars and base bullion	1,062,467	48,043,706	1,406,912	3,997,297	18,256	28,852
Contents ores shipped	.....	22,053,373	.....	1,703,294	.....	6,964
Total	1,062,467	70,097,079	1,406,912	5,700,591	18,256	35,816

RECAPITULATION.

1,062,467 pounds copper, at 6¼ cents per pound	$69,060.35
70,097,079 pounds unrefined lead, at $44 per ton	1,542,135.73
7,107,503 ounces fine silver, at $0.73.64 per ounce	5,233,965.20
54,072 ounces fine gold, at $20 per ounce	1,081,440.00
Total export value	7,926,601.20

Computing the gold and silver at their mint valuation, and other metals at their valuation at the seaboard, it would increase the value of the product to $12,832,074.88.

Comparative statement showing the quantity of silver and gold contained in base bullion and ores produced in Utah.

Year.	Total silver produced.	Total gold produced.	Silver in ores and base bullion.	Gold in ores and base bullion.	Total silver product.	Total gold product.
	Ounces.	*Ounces.*	*Ounces.*	*Ounces.*	*Per cent.*	*Per cent.*
1877	4,359,703	17,325	2,102,098	11,035	48.2	63.6
1878	4,357,328	15,040	2,108,359	10,165	48.3	67.5
1879	3,835,047	15,932	1,797,589	5,693	46.8	35.7
1880	3,783,566	8,020	1,403,819	2,878	37.1	35.8
1881	5,400,191	7,958	2,643,899	2,622	48.9	33.9
1882	5,435,444	9,039	2,581,789	5,016	47.3	55.5
1883	4,531,763	6,991	2,351,190	5,597	51.8	80
1884	5,669,488	5,530	3,253,984	3,806	57.4	68.8
1885	5,972,689	8,903	3,189,576	7,289	53.4	81.8
1886	5,918,842	10,577	2,838,263	8,369	47.9	79.1
1887	6,161,737	11,387	5,049,273	10,714	65.7	94
1888	6,178,855	13,886	3,982,217	12,854	64.4	92.6
1889	7,147,651	24,975	5,270,250	24,236	73.7	97
1890	8,165,586	33,851	6,082,825	29,555	74.4	87.3
1891	8,915,223	36,160	6,616,198	31,240	74.2	86.4
1892	8,969,656	38,182	7,379,246	37,031	82.2	99.8
1893	7,107,503	54,072	5,700,591	35,816	80.2	66.3

Comparative statement of the value of lead bullion, including gold and silver necessarily produced in its manufacture west of the Missouri River.

[Compiled from the annual reports issued by John J. Valentine, president Wells, Fargo & Co., San Francisco.]

Year.	Total value of precious metals, including lead.	Total value of lead bullion, including gold and silver contents.	Per cent of entire product.
1878	$81,154,622	$14,740,581	13.1
1879	75,349,501	19,234,394	25.5
1880	80,167,936	28,114,594	35
1881	84,504,417	30,253,430	35.8
1882	92,411,835	35,798,750	38.7
1883	90,313,612	34,810,022	38.5
1884	84,975,954	31,191,250	36.7
1885	90,181,260	35,731,711	39.6
1886	103,011,761	44,635,655	43.3
1887	104,645,959	41,595,853	39.7
1888	114,341,592	38,004,826	33.2
1889	129,677,836	42,878,063	33.5
1890	127,166,410	46,852,367	36.8
1891	118,237,441	39,106,577	33
1892	111,531,700	41,975,610	37.6

PUBLIC BUILDINGS.

I renew my recommendation of last year that suitable Federal buildings be constructed at Salt Lake City and Ogden, for the business of the courts, post-offices and land offices. The convenience of the public officials and safety of the records require that ample and permanent offices be provided by the Government.

INDUSTRIAL HOME BUILDING.

This building is now occupied by the governor, secretary, and Utah Commission for their offices. The building is not conveniently situated. It is a considerable distance from the business center, and is not provided with vaults for the protection of records and papers. The building is not adapted for governmental purposes, and I therefore recommend that it be granted to the Territory or State for educational purposes.

THE OLD CAPITOL BUILDING.

The old capitol at Fillmore is of no use or value to the General Government, and I recommend that it be granted to the new State.

THE TERRITORIAL FAIR.

Because of the World's Fair at Chicago, last year, no attempt was made to hold a Territorial fair. This year, however, we have made the finest and most complete exhibit ever made in the Territory. The great and increasing variety of home manufactures have been of special interest, while the extensive horticultural, agricultural, live stock, and mineral exhibits have shown a wonderful improvement in each of these lines.

EDUCATIONAL AND CHARITABLE INSTITUTIONS.

The appropriations made by our last legislature to our charitable and educational institutions were not as liberal as they should have been. But under the control and direction, as they are, of conservative, eco-

nomical managing boards, they will be enabled to subserve their useful purposes. The University of Utah and Agricultural College were fortunate in having faculties of noble and unselfish men, devoted to their work, and willing to make all possible sacrifices to maintain their institutions, and the former was particularly fortunate in the endowment by the Literary and Scientific Association of Salt Lake City of a professorship, with a gift of $60,000; also the use of building and class rooms, much needed in the crowded state of the university, free of rent for two years. The attendance upon the university will be greater the present than any previous year, the enrollment already reaching 400. The Government has justly and graciously granted to the university about 60 acres of land from the Fort Douglas military reservation, which is most desirable for the purposes intended, of great value, and well adapted as a permanent site for the institution.

OPENING THE INDIAN RESERVATIONS.

The Congressional legislation authorizing the allotment to the Indians, in severalty, of certain of the lands embraced within the Uintah and Uncompaghre reservations and the opening for settlement and sale of the remaining lands, as recommended by me in my last report, will prove of untold advantage and wealth to the new State. It will open for settlement millions of acres of the most fertile and perfectly watered lands, and will furnish homes for thousands of our young people who need no longer emigrate to the valleys of adjoining States for suitable locations. The undeveloped mineral resources will undoubtedly attract much attention, and, together with the magnificent opportunities afforded the home seeker of the already overcrowded East, will be the means of causing a material increase in our population and taxable wealth.

RESTORATION OF ESCHEATED REALTY.

In my last report I recommended the passage of laws returning to the Church of Jesus Christ of Latter-Day Saints (commonly called the Mormon Church) the real and personal estate, valued at $735,000, which had been escheated to the Government. The people of the church no longer violate the laws prohibiting the practice of polygamy, Congress has granted them statehood, and all the reasons which impelled the passage of the laws escheating the property no longer exist. In the face of these changes it would indeed be ungracious for the Government to longer withhold this property from the people who have contributed it from their substance and earnings in the days of their poverty. Congress has very wisely and promptly returned the personalty valued at $450,000, and I renew my recommendation that the realty valued at $285,000 be also restored to them.

AMNESTY.

In September, 1890, President Woodruff, of the Church of Latter-Day Saints, issued his manifesto against the further practice of polygamy by his people. On the sixth day of the following month (October) the church, in conference assembled, solemnly and formally accepted and adopted the said manifesto as a rule of conduct for the members of the church. Shortly afterwards the first presidency and twelve apostles of the church petitioned the President of the United States for amnesty

and pardon for the members of their church who had been guilty of violations of the laws of Congress prohibiting the practice of polygamy, and their petition was favorably indorsed and recommended by the governor, justices of the supreme court, and other Territorial officials. On January 4, 1893, President Harrison granted amnesty and pardon to all persons, then liable to the penalties prescribed by law, by reason of unlawful cohabitation under the color of polygamous or plural marriage, who since November 1, 1890, abstained from such unlawful cohabitation, but upon the express condition that they should in the future faithfully obey the laws. Before the issuance of either the manifesto or amnesty hundreds of our citizens had been convicted of polygamy, adultery, and unlawful cohabitation, and were therefore under the act of Congress disqualified from voting or holding office.

In a comparatively few cases, however, separate pardons had been granted, but at the date of the granting of amnesty and pardon by President Harrison for unlawful cohabitation, few indeed were then liable to the penalties of the law and, consequently, but few were relieved by it. The result was that those who had been convicted felt that for some reason they had not been included in the amnesty, and so were unable to register and vote. During the past eighteen months numerous individual applications for pardon have been presented and granted, and the stain and impediment of conviction removed. Polygamous practices having entirely ceased, and Statehood having been accorded the Territory, there seemed no longer to be either justice or propriety in withholding from these unfortunate citizens the right to register and vote. Acting upon this idea, a petition was drawn, and signed by the governor, secretary, justices of the supreme court, and U. S. attorney, and was by the governor presented to President Cleveland on the 25th of September, 1894, requesting a full and complete amnesty and pardon to all persons, whether they had been convicted or were then liable to the penalties of the act for polygamy, bigamy, adultery, or unlawful cohabitation, under the color of polygamous or plural marriage.

The President very promptly on the same day granted the amnesty and pardon, as requested, and extended its provisions to all persons who at any time had violated the laws of Congress by committing the offenses named, except those persons who had been included in the former amnesty and who had forfeited it by subsequently violating the law. This prompt and very generous action of President Cleveland has met with the hearty approval of all classes of our people, and is specially appreciated by hundreds of our best citizens who were disfranchised and have since the issuance of the amnesty availed themselves of the very important duty of registering to vote at our approaching election.

OUR NATIONAL GUARD.

By an act of our last legislative assembly the governor was authorized to enroll the national guard of Utah, to consist of not more than 3 regiments of infantry of 12 companies each, 2 of cavalry, and 2 batteries of light artillery. In pursuance of the authority thus conferred we have already enlisted 14 companies of infantry, 3 troops of cavalry, and 2 batteries of light artillery. The Territory not having had an organized militia for many years, a credit of $75,000 had accumulated under the act of Congress which makes an annual appropriation for the national guard, and of this amount we have expended $72,000 in the purchase of uniforms and equipments. The infantry companies are

armed with Springfield rifles of the pattern of 1884, the cavalry with sabers and carbines, and the batteries with eight 3.2 B. L. steel cannon and two Gatling guns of the model of 1890.

The public, as well as the enlisted men, take great pride in the military organization, and I firmly believe that we have the beginning of what will soon prove to be one of the ablest and best disciplined militias in the Union.

INVASION OF INDUSTRIAL ARMY.

On Saturday morning, the 6th of April, I was apprised by the Associated Press dispatches that a so-called "industrial army," numbering 1,200 organized men, without money, supplies, or means of subsistence, had been loaded into the freight cars of the Southern Pacific Railroad Company and were to be transported into this Territory. Upon communicating with the authorities of the two railroad lines leading out of the Territory east from Ogden, where the Southern Pacific road ends, I ascertained that no arrangement had been made with either of them to carry the army over their lines. I was informed by the authorities of the Denver and Rio Grande Western road that owing to the stringency of the laws of Colorado, which imposed a penalty of $200 for every pauper brought within the State, that they could entertain no proposition looking to, and would under no circumstances or conditions, transport these men beyond the border of the Territory. The superintendent of the Union Pacific Company notified me that he could not carry the men or any of them without the payment of full fare.

I was confronted with the fact that 1,200 men, regularly organized as an army, with general, staff, regimental, and company officers, hungry, penniless, and without supplies, who had been living in idleness, many of them vicious, criminal, and outlawed, and all undesirable inhabitants of the community from whence they came, or of any other, were to be foisted upon us by the aid and assistance of some of the citizens and authorities of the State of California, and the connivance and cooperation of the Southern Pacific Railroad Company. I immediately served notice upon the local attorney and superintendent of the Southern Pacific Company, and telegraphed their general superintendent at San Francisco, forbidding the bringing of this army into the Territory, and giving notice that I would use all the powers at my command to prevent it, or compel it to be taken by the railroad company who brought it here from beyond our borders, and that said company would be held responsible for all expenses and damage incurred by the Territory by reason of their action in making it a charge upon our communities. Our Territorial law, under the head of "County court and county administration" (vol. 1, sub. sec. 27, p. 303, Compiled Laws of 188[illegible]), authorizes county courts:

> To adopt such rules and regulations within their respective counties as may be necessary to regulate or prohibit the leaving by any persons or common carriers, within the limits of their respective counties, of any indigent or insane persons or travelers not residents thereof, or the bodies of persons who die while traveling, unless such common carrier shall undertake to be responsible for the proper burial of such bodies, or unless such deceased person was, at the time of his death, a resident of the county within which it is proposed to deliver his body. Also to regulate or prohibit the bringing into or leaving within their respective counties of persons afflicted with or who have but recently been exposed to any contagious disease.

Weber County had previously exercised the authority conferred by this statute and had adopted rules and regulations and notified the

ailroad companies thereof. Similar action was procured to be taken y the counties of Boxelder and Salt Lake who were likely to be ffected by it previous to the invasion.

Under the act of the Territorial assembly, approved March 8, 1894, rovision had been made for the enrollment and organization of the ilitia and the work begun. Two batteries of artillery, one at Salt Lake ity and one at Ogden had been mustered into the service. Two comanies of infantry at the former place and a company of cavalry and ne of infantry at the latter. The two companies of infantry at Salt ake City were the only ones uniformed and armed. Foreseeing that he Southern Pacific Railroad Company might continue its unlawful act otwithstanding the notice it had received, and bring the so-called industrial army" and unload it in our midst, I consulted with the ayor and authorities of Ogden City and Weber County, as to their ower to effectually cope with it, and tendered them all the power at y command to aid them. Also a tender from Mayor Baskin, of Salt ake City, of 30 chosen men commanded by the chief of police. I was nformed through the mayor of Ogden that the presence and assistance f the troops were desired and requested that the forces at my command e sent.

It may be stated also that the mayor of Ogden having notified Mayor Baskin, of Salt Lake City, that they would likely be short of provisions, nade a requisition upon him for 2,000 loaves of bread, which were carried upon the same train with the militia to aid in feeding the incoming orde. The first information of the probable advent of this army into ur midst was received from the Associated Press dispatches on Saturay morning. It was Saturday night at 10 o'clock before notice was iven to the militia that I desired their aid, and that they must respond y 6 o'clock the following morning. I can not speak too highly in praise f our new militia. The companies at Salt Lake were promptly ready t the hour designated, and marched to the train as orderly as trained eterans. I had called the three newly organized companies at Ogden it to be in readiness at 10 o'clock on Sunday morning.

Upon my arrival with the militia at Ogden on Sunday morning I nmediately went into conference with Mayor Brough and the city uthorities of Ogden. In the conference it was determined that if the outhern Pacific should—regardless of the law and the demands that had made upon them—bring the army into the city, that so long as ney remained here they should be confined within certain limits, and iat a strict surveillance should be kept over them that they might ot go into the city and become a charge on and a menace to the itizens; that provisions would be obtained; and that so far as the bility of the community went their wants should be provided for, and hat they should not be permitted to suffer for food or the ordinary omforts that could be supplied them.

I had been informed by Superintendent Knapp, of the Southern 'acific, late on Saturday that his company was endeavoring to arrange 'ith the Union Pacific Company for the transportation of the army ast. These negotiations continued until 3 o'clock on Sunday afternoon, 'hen I received the following official letter from General Superinendent Bancroft:

OGDEN, UTAH, *April 8, 1894.*

DEAR SIR: I have received information from Omaha to the effect that the Union 'acific Railway Company will not receive or transport the men who are being rought into this Territory by the Southern Pacific Railway Company, except at egular transportation rates. This is for your information, so that you may take

whatever steps you may deem necessary and proper in what will probably be a serious situation. I also take this opportunity of requesting that the property of the Union Pacific Railway Company located in this city be adequately protected.

Yours, truly,

W. H. BANCROFT,
General Superintendent.

Hon. CALEB W. WEST,
Governor of Utah, City.

Three hours previous to the reception of the foregoing letter from Mr. Bancroft I had been informed by Supt. Knapp, of the Southern Pacific, that his train carrying the army was being held at Toano, 27 miles west of the Utah line in Nevada, until the matter of transportation could be arranged for. Immediately upon receipt of Mr. Bancroft's communication I repaired to Supt. Knapp's office and informed him of the conclusion reached by the Union Pacific authorities. He then informed me that the train had already been within the Territory several hours and that the people would certainly be landed at Ogden. In conjunction with the authorities of Weber County and the city of Ogden, I authorized counsel to at once institute proceedings against the railroad company to restrain it from unloading its expensive and undesirable charge upon us, and a temporary order was granted. In the interest of humanity, the weather being cold, the men but poorly supplied with covering and greatly crowded in the cars, upon the application of attorney for complainants, the following modification of the order was made:

IN THE FOURTH JUDICIAL DISTRICT OF UTAH.

[Territory of Utah *et al.*, plaintiffs, *v.* The Southern Pacific Company *et al.*, defendants.]

The court modifies the injunction issued herein so as to allow men to leave cars and lodge in roundhouse, near cars, until 10 o'clock a. m., of April 9, 1894, at which time men must return to cars, and the cars must not be removed in the meantime.

JAMES A. MINER,
Judge.

APRIL 8, 1894.

Pending the hearing of the matter by the court, the army after being brought to Ogden was restricted to the limits of the Southern Pacific grounds, guarded by the soldiers, deputy sheriffs, and deputy marshals, and not permitted to beg or prey upon the people. The municipal and county authorities and some humane persons, actuated by the best of motives, assisted by the contributions of a class of sympathizers and dangerous political agitators and demagogues, provided the "army" in abundance with necessary and wholesome food and some clothing. It left the Territory very much better clothed, provisioned, and several hundred dollars richer in money than when it entered it. On the 9th day of April the cause came on for hearing before Chief Justice Samuel A. Merritt and Associate Justice James A. Miner, and after a full hearing the following decree was entered:

IN THE FOURTH JUDICIAL DISTRICT COURT OF UTAH TERRITORY, COUNTY OF WEBER.

[Territory of Utah, Weber County, in Utah Territory; Ogden City, in Utah Territory, and C. M. Brough, mayor of Ogden City, plaintiffs, *v.* The Southern Pacific Company and S. W. Knapp, defendants.—Interlocutory decree.]

This cause came on regularly for hearing this day before the Hons. S. A. Merritt and James A. Miner, judges, upon a restraining order heretofore issued in the above-entitled cause, and the order to show cause why a temporary injunction should not be issued therein, according to the prayer of the plaintiff's complaint, as therein particularly referred to and set out; Messrs. R. N. Baskin, F. S. Richards, James N. Kimball, Waldemar Van Cott, Evans & Rogers, and A. J. Weber appearing as counsel for the plaintiffs, and the Hon. Thomas A. Marshall appearing as counsel for the defendants.

Witnesses on behalf of the plaintiffs were sworn and examined and testified on behalf of the plaintiffs in the above entitled action; and the court, after hearing the evidence of the parties and the arguments of counsel, and being fully advised therein, it is hereby, on motion of the attorneys for the plaintiffs.

Ordered, adjudged, and decreed, That said defendants, their agents, servants, and employés, and each of them, are hereby enjoined and restrained from keeping or allowing that certain body of men brought by said defendants unlawfully into said Territory, and commonly known as the "industrial army," or any of them, from being in any place, except in the twenty-seven box cars belonging to said defendant company, and in which said men were brought to said Territory; and that the defendants refrain and desist from keeping any of said men, or said army, in this Territory.

Done in open court August 9, 1894.

[SEAL.] SAMUEL A. MERRITT,
JAMES A. MINER,
Judges.

Attest: K. S. BOREMAN,
Clerk of said Court.

Application was made to stay the execution, which was denied by the judges, and the writ promptly served. The company not only failed, but absolutely, through its superintendent, refused to obey the order of the court. The superintendent of the company, while admitting that they had brought the army from Sacramento to Ogden for $600, or about 50 cents per head, declared that it would not be taken back to Sacramento for less than $35 each, or some $42,000.

Upon the 10th day of April, the day following the granting of the injunction, a notice was served upon me, as follows:

TERRITORY OF UTAH, *County of Weber:*

OGDEN CITY, *April 10, 1894.*

To Territory of Utah, Weber County, in Utah Territory; Ogden City, in Utah Territory; C. M. Brough, mayor of Ogden City, and Nat. M. Brigham, U. S. Marshal for Utah Territory:

The Southern Pacific Company hereby notifies you that said company wishes the cars occupied by members of the so-called "industrial army" to be vacated at once, the number of cars so occupied being 23. That if the cars be occupied by your orders, and not so vacated, said company will hold you responsible for the cost of the same, at the rate of $3 per day for the use of each car.

SOUTHERN PACIFIC COMPANY,
By S. W. KNAPP.

I also received from Mr. C. P. Huntington, president of the Southern Pacific Railroad Company, a telegram as follows:

[Telegram.]

SAN FRANCISCO, *April 10, 1894.*

HON. C. W. WEST,
Governor, Territory of Utah:

Mr. Knapp, our superintendent at Ogden, has telegraphed to Mr. Fillmore, our general superintendent, that you have demanded that the Southern Pacific Company send westward a certain number of people now in Ogden. I think this must be a mistake. We have taken those men east in the course of business, hoping that the condition of the "industrial army," so called, would be bettered thereby, as they can't well get work here, and hope to better their condition by getting something to do on their arrival in the East, where there is a larger field for employment. If the governor has given such an order I am quite sure that on second thought he will change it and do what he can to assist them on their way. The officers of the Southern Pacific Company, there, certainly can not move them westward at less than our regular rates, and if anything less than regular rates are charged it can only be done through negotiations at this office.

C. P. HUNTINGTON.

To the foregoing telegram I replied as follows:

OGDEN, *April 10, 1894.*

MR. C. P. HUNTINGTON,
San Francisco:

Information, since proven to be correct, came to me that the Southern Pacific Company had loaded in some cattle cars about 1,000 vagrants, taken from San Francisco,

ceedings were instituted in the courts in behalf of the Territory, the county of and city of Ogden; and after a full hearing last night the court sustained th tion taken by me—that the act of the Southern Pacific Company was illegal in ing said industrial army referred to by you into this Territory, and forbid being landed here, and that they should be returned by your company from w they came. I am informed by your superintendent, Mr. Knapp, that your co will refuse to obey the order and decree of the court, and continue to defy the au ties of this Territory. I am determined that the authority of the Territory sl maintained, and the decrees of its courts enforced, and the property and lives people protected.

CALEB W. W

In response to the foregoing the following telegram was receive

SAN FRANCISCO, *April 10, 1*

Hon. C. W. WEST,
Ogden:

Yours of even date received. You have been misinformed, as I am quit neither the police nor the officers of California loaded the men into our cars were asked to haul them free, and refused to do so, but said that we would give reduced rates, as many of them were very desirous of reaching their homes i East. It was in a kindly spirit that we took them, and we believe now, afte ful consideration of the subject, that your people will do what they can t them on to their destination, as they have no inducement to return West, and very certain that their condition will be much better when they get into that field of labor that they will find east of the Mississippi River. As a matter of mon humanity, we all should do something to help them on their way. Ou pany can do nothing, as it is not organized for charity, but for business, personally, will contribute $100 toward helping them.

C. P. HUNTING

The Southern Pacific Company having failed to obey the ord the court, and willfully refusing to do so, the following communic was sent to the chief justice:

OGDEN, UTAH, *April 10, 1*

Hon. SAMUEL A. MERRITT,
Chief Justice Supreme Court Utah Territory:

SIR: The Southern Pacific Railway Company has neglected and absolutely r to obey the order made by the court yesterday in regard to the "industrial a

The defendant company was again brought before the court upon pplication for an amendment to the interlocutory decree rendered on: pril 9, and hereinbefore set forth, and the following order was made

r THE DISTRICT COURT OF THE FOURTH JUDICIAL DISTRICT OF THE TERRITORY OF UTAH, IN AND FOR THE COUNTY OF WEBER.

erritory of Utah, county of Weber, and Ogden City, plaintiffs, *v.* Southern Pacific Company and S. W. Knapp, defendants.—Amendment to interlocutory order.]

Application having been made to the said court by the said plaintiffs for the nendment hereinafter specially set forth to the interlocutory decree heretofore ren-ered herein on April 9, 1894, and the said matter coming on regularly to be heard is date, the said plaintiffs being represented in court by their counsel, and the said efendants being represented in court by their attorneys, Marshall and Royle, and vidence and affidavit having been duly introduced in this cause and considered, and he court being duly advised in the premises, and also deeming it necessary that the aid amendment should be added to the said decree;

Now, therefore, it is hereby ordered, adjudged, and decreed that there be added to he said interlocutory decree entered in this action on April 9, 1894, as an amend-nent thereof, the following, to wit:

"And in the event that the said defendants, their agents, servants, and employés, ail to execute this writ of injunction by 10 o'clock a. m. of April 12, 1894, then and in hat event the proper officers of this court, to wit, the sheriff of Weber County, Utah Territory, and the U. S. marshal of Utah Territory, are directed to take such steps s may be necessary and proper to fully execute and carry into effect the foregoing natters and things directed to be performed and done by the said defendants, and rohibit the said defendants from the further commission of the wrongs mentioned plaintiffs' complaint in this action."

Done in open court this April 11, 1894.

JAMES A. MINER,
Judge.

The Southern Pacific Company was given by the court until 10 o'clock m. of the next day, April 12, to obey and carry out the order of the urt, and upon its failure to do so the proper officers were empowered nd directed to enforce its decree.

It will be observed that the issue joined was whether the State of alifornia, its authorities, State, county, or municipal, could organize encourage and aid the organization of its dependent paupers, crim-als, and idle, dissolute classes, and with the assistance, connivance, nd cooperation of the Southern Pacific Company, crowd them into ock cars as if they were cattle, swine, or sheep; without adequate othing for protection from the severe inclemency of the early spring, ithout money, food, medical attendance, or supplies, transport them eyond their borders, through the State of Nevada, to the end of their ne, into the distant Territory of Utah, and there dump them with npunity as a charge and burden upon the latter, without liability upon e part of the carrier knowingly doing it or the party procuring it to e done.

The decision of our courts was in accordance with the fundamental rinciples that every community must accept the care and burden of s own dependent pauper and criminal classes, and that it has the herent right to protect itself from having such imposed upon it by thers. The political agitators and demagogues, both at Ogden and alt Lake City, taking advantage of the time consumed in the hear-ng before the court, busied themselves with much success in fomenting iscontent among the unemployed, creating sympathy for our uninvited nd unwelcome guests, and arousing the fears of many that a conflict night be precipitated. Yielding to the conditions thus created, some f those who had been the most stanch and earnest in advocating the

maintenance of the integrity of the Territory and the supremacy of its laws weakened and made common cause with those who had at all times been in sympathy with the objects and purposes of the army and had given it aid and encouragement. The court by its last order having conferred upon its officers the power to enforce its decree, a concerted movement was at once undertaken by its sympathizers to put the army without the jurisdiction of the court before the time in which the officers were empowered to act. Money and supplies were raised for the army, and it was arranged that an empty train of Union Pacific box cars should be sent to receive it at Uintah Station, a few miles outside of Ogden.

At 4 o'clock of the afternoon of the day when the amended decree was entered, the army marched out of Ogden guarded by the troops, and were so guarded and kept in a body until they passed our eastern border. Pursuant to the arrangement, at about 1 o'clock on the morning of the 12th of April the army took possession of an empty train of Union Pacific cars at Uintah and were carried out of the Territory.

This army was organized for the avowed purpose of marching to Washington to join other similar organizations in influencing the legislation of Congress, and demanding of it the enactment of measures which it was claimed would give relief to the labor and working classes, yet the army made no provision for its own support, but became a heavy burden and tax upon every community into which it entered. In idleness it ate the bread that was produced by the sore toil of many, while numbers of worthy, willing workers would have gladly exchanged the sweat of their labor for it. The lamentable failure of the "industrial armies" to accomplish any good is well known.

The press dispatches announce that Kelly, the organizer and commander of the one with which we had to do, has returned to California and is now mustering another army for a similar campaign next spring. The expenses imposed upon the Territory and its citizens for the maintenance of Kelly and his men, and incident thereto, amount in round figures to about $3,000. The county of Weber has already instituted an action against the Southern Pacific Company to recover the amount of its expenditure, and unless the Territory is reimbursed for its outlay an action on its behalf will be instituted against the company. Not the least of the bad effects attending the presence of the Kelly army was its demoralizing influence upon our own citizens. Owing to the business depression during the winter there were congregated in our two larger cities great numbers without employment, and the charitably disposed of Salt Lake City and Ogden had been taxed to the uttermost to relieve the deserving poor, and without being fully able to do so. The situation was propitious, and the demagogues, political tricksters, and aiders and abettors of the Kelly movement availed themselves of it, and, through agitators whom they controlled, succeeded in enlisting here an army of between three and four hundred men. I regret exceedingly that some of our people, whom from their character and standing better things might have been expected, actuated by the same spirit of selfishness characterizing their fellows in California, were willing to relieve themselves of an undesirable burden even at the expense of unjustly placing it upon others.

They countenanced, encouraged, and gave substantial aid to the movement. The railroad companies refused to transport this army East. After remaining sometime in camp here for preparation, drawing upon the community for supplies, it turned its face toward and marched

›wly east, on the line of the Rio Grande Western road, bound for ›lorado. The army captured and took possession of a Union Pacific ›in, run it onto the track of the Rio Grande Western road and ›barked upon it for the East. The train was run by them as far as ovo, where it was derailed. Yet the train was still held by the army, d it refused to surrender it to the officers of the road. Warrants d been procured for the arrest of the leaders of the army, but they ›uld not recognize the process of the court and defied arrest. Thirty ned deputy U. S. marshals were sent to aid the sheriff and placed › whole army within limits and under guard until a requisition could made upon the Governor for assistance and the presence of the litia secured.

The sheriff having made the proper demand for troops, two comnies of infantry and a detachment of Battery A was sent to him aid in the execution of the process of the court. Upon the arrival the soldiers they were placed in position to command the camp of e industrials. The officers holding the warrants were instructed to ter the camp and arrest all for whom they had warrants, which they omptly did. The arrested parties were given a speedy hearing, and e chief offenders, including the general and his principal officers, nvicted, fined, and imprisoned in the penitentiary. In small bodies stragglers this army made its way through the Territory, beating › way upon freight trains into Colorado, where it was finally disnded, and none, so far as I know of, marched to Washington.

Honest, industrious laborers. of whatever calling, are entitled to and ceive the respect of all right-minded people. Upon their contentent and prosperity rests the welfare and safety of the State. Their ghts should be secured and jealously guarded by the legislative, dicial, and executive branches of the Government. Those, however, asking under the garb of labor, who desert its honorable ranks to live idleness, prey upon the community by unlawfully banding themselves gether, and by strength of numbers enforcing involuntary contribun for their subsistence from the communities they enter, are a conant menace to the safety of society and all good government, and ould be rigorously dealt with and promptly suppressed.

STATEHOOD.

Great joy has been brought to the people of Utah by the passing of e enabling act for our admission into the Union as a sovereign State. hile the changes in our social and political conditions have been pid, they have nevertheless been complete, and no voice is now heard opposition to statehood. All political parties and people concede e justice of it and are now working unitedly for the building up the new commonwealth. Under the State government we confintly anticipate an influx of population sufficient to strengthen our ies, cultivate our valleys, and as soon as the Indian reservations are rown open for settlement, to completely transform them into proctive gardens and fields, thrifty villages and towns.

With the immigration bound to follow statehood, millions of dollars ll seek safe and profitable investment here in iron works, mills, founies, factories, and various manufacturing and commercial enterprises ich only require the assurance of an unchanging government and ›ble laws to insure their employment in those activities. Our metal d coal mining will also receive an impetus that will necessitate the

building and extension of railroads to new and undeveloped portio of the commonwealth. The future seems full of promise for the ne State, and with our undeveloped resources added to what are now vi ble, we may safely rely upon having one of the wealthiest, most stab and prosperous States in the American Union.

Very respectfully, your obedient servant,

CALEB W. WEST.

The SECRETARY OF THE INTERIOR,
Washington, D. C.

THIRTEENTH ANNUAL REPORT

OF

THE UTAH COMMISSION.

SALT LAKE CITY, UTAH, *September 1, 1894.*

SIR: In accordance with custom, and in compliance with your request of July 14, instant, the following report is hereby respectfully submitted for the fiscal year ending June 30, 1894:

The Board of Registration and Election, known as "The Utah Commission," was created by the act of Congress approved March 22, 1882, section 9 of which provides—

> That all the registration and election offices of every description in the Territory of Utah are hereby declared vacant, and each and every duty relating to the registration of voters, the conduct of elections, the receiving or rejection of votes, and the canvassing and returning of the same, and the issuing of certificates or other evidence of election in said Territory, shall, until other provision be made by the legislative assembly of said Territory as is hereinafter by this section provided, be performed under the existing laws of the United States and of said Territory by proper persons, who shall be appointed to execute such offices and perform such duties by a board of five persons, to be appointed by the President, by and with the advice and consent of the Senate, not more than three of whom shall be members of the political party; and a majority of whom shall be a quorum. The members of said board so appointed by the President shall each receive a salary at the rate of three thousand dollars per annum, and shall continue in office until the legislative assembly of said Territory shall make provision for filling said offices as herein authorized. The secretary of the Territory shall be the secretary of said board, and keep a journal of its proceedings and attest the action of said board under this section. The canvass and returns of all votes at elections in said Territory for members of the legislative assembly thereof shall also be returned to said board, which shall canvass all such returns and issue certificates of election to those persons who, being eligible for such election, shall appear to have been lawfully elected, which certificates shall be the only evidence of the right of such persons to sit in such assembly: *Provided,* That said board of five persons shall not exclude any person otherwise eligible to vote from the polls on account of any opinion such person may entertain on the subject of bigamy or polygamy, nor shall they refuse to count any such vote on account of the opinion of the person casting it on the subject of bigamy or polygamy; but each house of such assembly, after its organization, shall have power to decide upon the elections and qualifications of its members. And at, or after the first meeting of said legislative assembly whose members shall have been elected and returned according to the provisions of this act, said legislative assembly may make such laws, conformable to the organic act of said Territory and not inconsistent with other laws of the United States, as it shall deem proper concerning the filling of the offices in said Territory declared vacant by this act.

MEMBERS OF THE BOARD.

In compliance with the foregoing provisions, this board was organized July 17, 1882, and ever since said date the conduct of elections throughout the Territory of Utah has been under its control and direction; sub-

ject, however, to the above act and other Congressional and Territorial legislation.

Since the creation of the board the following-named persons have served as members, to wit:

Alex. Ramsey, of Minnesota, appointed June 23, 1882, resigned April 16, 1886.

A. B. Carlton, of Indiana, appointed June 23, 1882, resigned May 10, 1889.

A. S. Paddock, of Nebraska, appointed June 23, 1882, resigned December 20, 1886.

G. L. Godfrey, of Iowa, appointed June 23, 1882, resigned April 25, 1894.

J. R. Pettigrew, of Arkansas, appointed June 23, 1882, resigned October 25, 1886.

J. A. McClernand, of Illinois, appointed April 16, 1886, resigned April 25, 1894.

A. B. Williams, of Arkansas, appointed October 25, 1886, resigned April 25, 1894.

A. L. Thomas, of Utah, appointed December 20, 1886, resigned May 10, 1889.

R. S. Robertson, of Indiana, appointed May 10, 1889, resigned April 25, 1894.

Alvin Saunders, of Nebraska, appointed May 10, 1889, resigned June 6, 1893.

H. C. Lett, of Utah, appointed June 6, 1893, died March 27, 1894.

CHANGES IN ELECTION LAWS.

When the Board of Registration and Election was created, a Territorial statute, approved February 22, 1878, was in force regulating the matters of registration and elections and fixing the qualifications of officeholders. This act was modified by the section above quoted, as also by act of Congress of February 19, 1887, which, among other things, provided:

SEC. 21. That all the laws of the legislative assembly of the Territory of Utah which provide for numbering or identifying the votes of the electors at any election in said Territory are hereby disapproved and annulled; but the foregoing provision shall not preclude the lawful registration of voters, or any other provisions for securing elections which do not involve the disclosure of the candidates for whom any particular elector shall have voted.

SEC. 22. That the existing election districts and apportionments of representation concerning the members of the legislative assembly of the Territory of Utah are hereby abolished; and it shall be the duty of the governor, Territorial secretary, and the board of commissioners mentioned in section nine of the act of Congress approved March twenty-second, eighteen hundred and eighty-two, entitled "An act to amend section fifty-three hundred and fifty-two of the Revised Statutes of the United States in reference to bigamy, and for other purposes," in said Territory, forthwith to redistrict said Territory, and apportion representation in the same in such manner as to provide, as nearly as may be, for an equal representation of the people (excepting Indians not taxed), being citizens of the United States, according to numbers, in said legislative assembly, and to the number of members of the council and house of representatives, respectively, as now established by law; and a record of the establishment of such new districts and the apportionment of representation thereto shall be made in the office of the secretary of said Territory, and such establishment and representation shall continue until Congress shall otherwise provide; and no person other than citizens of the United States otherwise qualified shall be entitled to vote at any election in said Territory.

SEC. 23. That the provisions of section nine of said act approved March twenty-second, eighteen hundred and eighty-two, in regard to registration and election officers, and the registration of voters, and the conduct of elections, and the powers and duties of the board therein mentioned, shall continue and remain operative

until the provisions and laws therein referred to to be made and enacted by the legislative assembly of said territory of Utah shall have been made and enacted by said assembly and shall have been approved by Congress.

By an act of the legislative assembly of the Territory, approved March 10, 1892, the following provisions in relation to elections and tenure of office were put in force:

SECTION 1. That on the Tuesday next after the first Monday in November, eighteen hundred and ninety-two, and biennially thereafter, a general election shall be held throughout the Territory for the election of Territorial, county, and precint officers, who by law are or may be elective, and all such officers so elected shall qualify and enter upon the duties of their respective offices on the first day of January next succeeding their election, and continue in office for two years, and until their successors are duly elected and qualified: *Provided*, That county collectors shall not enter upon the duties of their office until the first day of June of the year next succeeding their election.

SEC. 2. That the official term of the present incumbents of any of the offices mentioned in the foregoing section, except county collectors, whose term shall extend to June first, eighteen hundred and ninety-three, shall extend to the first day of January, eighteen hundred and ninety-three, and until their successors are duly elected and qualified, but not longer.

SEC. 3. That on Tuesday next after the first Monday in November, eighteen hundred and ninety-two, there shall be held an election in each city, town, village and school district in the Territory, except such cities which shall have held an election in eighteen hundred and ninety-two, prior to May thirty-first, eighteen hundred and ninety-two, to fill all the offices of the same or pertaining thereto, which by law are, or may be made elective, and the officers so elected shall qualify and enter upon the duties of their respective offices on the first day of January, eighteen hundred and ninety-three, and continue in office till the first day of January, eighteen hundred and ninety-four, and until their successors are duly elected and qualified. That the incumbents of the offices mentioned in this section may continue therein and exercise the functions thereof till the first day of January, eighteen hundred and ninety-three, and until their successors are duly elected and qualified, but no longer.

SEC. 4. That on the Tuesday next after the first Monday in November, eighteen hundred and ninety-three, and biennially thereafter, there shall be held an election in each city, town, village, and school district in the Territory, to fill all offices of the same or pertaining thereto, which by law are, or may be made elective, also for members of the legislative assembly, and the officers then elected shall qualify and enter upon the duties of their respective offices on the first day of January next succeeding their election, and continue in office for two years, and until their successors are duly elected and qualified.

SEC. 5. That all acts and parts of acts, in so far as they provide for holding elections to fill any of the offices mentioned in this act (other than for special elections to fill vacancies) or in any manner for fixing the tenure of such offices otherwise than in this act provided, are hereby repealed.

SEC. 6. Nothing in this act shall apply to cities of the metropolitan class.

SEC. 7. This act shall take effect from and after May thirty-first, eighteen hundred and ninety-two.

REGISTRATION FOR 1893-'94.

In accordance with the provisions of the Territorial laws (chap. 9, Vol. I, Compiled Laws, 1888), the registration of voters preparatory to the general elections was conducted and made with fairness, as well as the greatest legal strictness.

The canvass of voters, the hearing of objections, the filing with the county clerks of the oaths and copies of the registration books, was done in accordance with the statutory requirements. The registration officers numbered about 350, apportioned among the 26 counties as the necessities of each required, with few exceptions each precinct being provided with one deputy registrar. The necessary instructions—based upon the United States and Territorial statutes—were issued to the registrars, by the observance of which their work was greatly facilitated.

Judges of election to the number of over 1,000 were likewise appointed and, as in the case of the registrars, supplied with the necessary instructions, and also with poll books, canvass sheets, and envelopes required by law.

ELECTIONS 1893–94.

At the general election held November 7, 1893, 24 members from the 17 representative districts, and 12 members from the 10 council districts were selected to the thirty-first Territorial assembly, which met in regular session in the month of January, 1894. The members elect were:

COUNCIL.

District.	Member elected.	County.	Politics.
First	Charles H. Hart	Cache	Democrat.
Second	M. A. Breeden	Weber	Republican.
Third	John Seaman	do	Democrat.
Fourth	Parley L. Williams	Salt Lake	Do.
Do	Edward W. Taylor	do	Republican.
Do	Hiram E. Booth	do	Do.
Fifth	Alma Hague	Juab	Do.
Sixth	John E. Booth	Utah	Do.
Seventh	Alma Eldredge	Summit	Do.
Eighth	Christian N. Lund	Sanpete	Democrat.
Ninth	Orange Seeley	Emery	Republican.
Tenth	Charles Adams	Iron	Democrat.

HOUSE.

District.	Member elected.	County.	Politics.
First	Aquilla Nebeker	Rich	Democrat.
Do	Joseph Monson	Cache	Do.
Second	D. C. Hubbard	Boxelder	Do.
Third	Joseph Stanford	Weber	Republican.
Do	A. J. Warner	do	Do.
Fourth	David McKay	do	Do.
Fifth	Orlando W. Powers	Salt Lake	Democrat.
Do	Curtis P. Mason	do	Republican.
Do	Clarence E. Allen	do	Do.
Do	Morris K. Parsons	do	Do.
Do	S. G. Pigman	do	Do.
Do	Charles S. Varian	do	Do.
Sixth	David Stoker	Davis	Democrat.
Seventh	Ira D. Wines	Utah	Republican.
Eighth	Septimus W. Sears	Salt Lake	Do.
Ninth	Charles R. McBride	Tooele	Do.
Tenth	Albion B. Emery	Summit	Do.
Eleventh	H. M. Dougall	Utah	Do.
Twelfth	John Moore	do	Democrat.
Thirteenth	Jacob Johnson	Sanpete	Republican.
Fourteenth	Abram C. Hatch	Wasatch	Do.
Fifteenth	William H. Clark	Sevier	Do.
Sixteenth	J. F. Tolton	Beaver	Democrat.
Seventeenth	Anthony W. Ivins	Washington	Do.

NOTE.—Powers, Allen, Parsons, Pigman, of the house; Taylor and Booth, of the council, were elected on the Liberal ticket from Salt Lake, but on the organization were classed as above indicated. Varian was elected at special election to fill vacancy occasioned by the death of Clarence W. Hall.

SCHOOL ELECTIONS.

In compliance with the statutes, elections were held in cities of the first and second class, to wit: Logan, Ogden, Salt Lake, and Provo on December 6, 1893, for the purpose of choosing members of the boards of education, and by order of the commission the returns were made to the Territorial secretary, who canvassed the same and duly issued certificates to the persons receiving the majority of votes.

SPECIAL ELECTIONS.

The death of Clarence W. Hall, a member-elect of the house of representatives from Salt Lake, necessitated a special election from the Fifth district, which was called by proclamation of the governor for Thursday, the 4th day of January, 1894, and pursuant thereto the election was held, and upon a canvass of the vote Charles S. Varian, Republican, was declared duly elected and certificate issued accordingly.

NEW COUNTY ESTABLISHED.

By an act of the legislative assembly approved March 8, 1894, all that portion of the county of Emery lying north of the following boundary line, to-wit, beginning at the intersection of Green River and the third standard parallel south, and running thence west on said parallel to the summit of the watershed next east of Huntington Creek, thence following the summit of said divide northwesterly to the intersection of the eastern boundary line of Sanpete County, was made a new county, to be known by the name of Carbon.

In obedience to the requirements of law the governor of the Territory duly issued a call for a special election to be held in and for said county on the 1st day of May, 1894, for the purpose of determining the location of the county seat and to elect all county officers made elective by the laws of the Territory. Pursuant thereto the said election was held on the date designated and the returns thereof made in the manner provided for holding general elections.

The returns of said election showed that the town of Price had received a majority of the votes cast and was selected as the county seat for the new county.

CHANGE IN ELECTION LAWS—ATTEMPTED.

During the session of the legislative assembly which convened on the 8th day of January, 1894, a bill was introduced providing for an act to restore the control of elections to the county courts of the several counties throughout the Territory, and which, in effect, would have repealed section 9, of the act of March 22, 1882—except as to the qualifications of voters and officeholders—and in addition thereto to impose upon the assessors of each county the duties of registration officers, and gave to the county courts the power to appoint all judges for general and special elections.

The above bill passed both branches of the legislature, but was vetoed by the governor, who, in returning the measure unsigned, submitted the following communication:

To the Speaker of the House of Representatives:

SIR: I herewith return without approval the bill for an act to restore the control of elections to the respective county courts of Utah—(H. B. No. 34, by Mr. Allen)—deeming it an ill-advised attempt to revise and alter Congressional legislation. By the Edmunds Act Congress disqualified a certain class of persons from voting. These disqualifications can only be removed by Congress, and this act can not take effect unless approved by Congress. In the enabling act for the admission of Utah, which has already passed the House of Representatives and is now pending in the Senate, with promise of early consideration, Congress recognizes the changed conditions existing in the Territory and, in effect, removes the disqualifications imposed by the Edmunds Act. I do not think it wise, after favorable action by one branch of Congress upon this important subject, to submit the present bill and thus afford an opportunity, if not an invitation, for the reconsideration of what has already been done toward restoring the franchise to persons now disqualified, besides causing delay and perhaps imperil the enabling act. It could not hasten the desired consummation, and might retard statehood. While it is desirable to place the control of elections in the hands of the people, it is certainly more desirable to remove from a large class of our citizens the disqualifications that are now not only unnecessary but unjust, and we can not afford to jeopardize our chances of getting the greater boon in the hope of obtaining the lesser, which will swiftly follow the enabling act. Besides, we are assured that the present system will be administered during its future brief existence by bona fide citizens of our Territory.

I am, sir, very respectfully, CALEB W. WEST,
Governor.

EXECUTIVE OFFICE, SALT LAKE CITY,
March 8, 1894.

DEATH OF COMMISSIONER HENRY C. LETT.

On the 27th day of March, 1894, Commissioner Henry C. Lett died at Los Angeles, Cal., whither he had gone in search of health, having endured a painful illness during some months previous. He was the most recent of the appointees upon the commission, having been named by the President for the position on June 6, 1893, to succeed Hon. Alvin Saunders, resigned.

The deceased was a native of Ohio, and was born in Cleveland in that State in 1834. When yet a boy he removed to Illinois and engaged in teaching school, and in the early fifties he emigrated to Kansas and entered upon a mercantile career, but subsequently settled in Nebraska, where he became identified with the early railroad construction of that region.

In 1882 he moved to Colorado, where he became superintendent of the stone department of the Union Pacific, and in 1889 he came to Utah, settling in Salt Lake City, and in conjunction with his son engaged in the real estate business, being one of the organizers and first president of the real estate exchange. He was also prominently identified with the chamber of commerce, and at one time a member of the board of education. He was among those who took an early and prominent part in the organization of the political parties of the Territory on national lines, and his actions were the result of sincere conviction, viewed both from a local and general standpoint.

In 1892 he was the unanimous choice of his party as candidate for mayor on the municipal ticket, and upon the coming in of the present national administration he was strongly indorsed for the position of governor of the Territory.

In the affairs of life he was an upright and useful citizen, and was always in the van of progress wherever his lot was cast. In the discharge of his duties which were incumbent upon him as a member of this commission he brought to his aid all the industry and attentiveness which had characterized his active business life, as well as the zeal with which his political efforts were ever marked.

Possessed of a cordial and generous nature, he was ever courteous and kind, and never knowingly perpetrated a wrong. In his home life he found the greatest enjoyment, and numbered among his friends men of all ranks and parties. In his death the commission lost a most efficient and valuable member; the community a worthy and enterprising citizen; his political party an active, earnest, and sincere worker for the principles and measures which it espoused, while the loss to his family was such as could come only by the death of a kind and affectionate father. His remains were brought to the home of his adoption, and after appropriate services in commemoration of his life work they were conveyed to Denver, in the neighboring State of Colorado, and there interred by the side of his wife, who died several years previous.

COMMISSIONERS RESIGNED—NEW BOARD APPOINTED.

On April 25, 1894, Commissioners Williams, McClernand, Robertson, and Godfrey tendered their resignations as members of the board of registration and election for Utah Territory (Commissioner Lett having died March 27, preceding) thus creating a vacancy in the entire commission. Pursuant to the provisions of the act of Congress of March 3, 1893, requiring that commissioners thereafter appointed should be residents of the Territory of Utah, the President named as their suc-

cessors Jerrold R. Letcher, Erasmus W. Tatlock, Albert G. Norrell, Hoyt Sherman, jr., and George W. Thatcher, and, upon the organization of the new board, Jerrold R. Letcher was selected as chairman.

EXPENDITURES FOR THE FISCAL YEAR TO JUNE 30, 1894.

At the request of the commission the disbursing agent submitted a statement showing the receipts and expenditures for the fiscal year ending June 30, 1894, as follows:

Appropriations.

For traveling expenses, printing, stationery, clerk hire, and office rent	$7,000.00
For compensation of the officers of election, including contingent expenses	25,000.00

Disbursements.

Paid registration officers	$13,561.00
Paid judges of election	4,200.00
Paid for clerical services	4,200.00
Paid traveling expenses of commissioners	1,401.15
Paid for copying lists, etc	597.62
Paid for printing and stationery	748.79
Paid for fuel and light	400.69
Paid secretary	300.00
Paid janitor	300.00
Paid canvassing board	300.00
Paid for rent	188.50
Paid for telephone and sundry items	475.72
Total	26,673.47

POLITICAL STATISTICS.

Prior to 1891 the political parties of the Territory had been designated as "The People's" and "The Liberal," but early in the last-named year members from each of these organizations aligned themselves under the respective names of the Democratic and Republican parties, the People's Party being formally dissolved; however, it was not until the latter part of the year 1893 that the Liberal Party was disbanded. The following tables show the relative strength of the several organizations at the elections held from 1891 to 1893, inclusive:

Table of votes as shown by the election returns for 1891 and 1893, for members of the council and house of representatives.

County.	1891.			1893.		
	Democrat.	Republican.	Liberal.	Democrat.	Republican.	Liberal.
Beaver	256	97	10	294	194	.....
Boxelder	556	238	96	542	516	.....
Cache	1,186	552	26	1,463	1,045	.....
Carbon*	124	39	.....	87	181	.....
Davis	583	114	57	480	359	.....
Emery*	302	47	42	281	198	.....
Garfield	107	109	.....	193	178	.....
Grand	17	20	.....	13	107	.....
Iron	184	103	.....	198	208	.....
Juab	301	304	259	514	520	.....
Kane	64	84	.....	85	113	.....
Millard	249	204	.....	330	341	.....
Morgan	152	93	11	156	154	.....
Piute	249	33	.....	105	113	.....
Rich	133	70	.....	149	100	.....
San Juan	.....	.....	.....	25	15	.....
San Pete	683	583	141	1,076	1,060	.....
Sevier	350	289	85	403	483	.....
Summit	388	173	961	636	930	.....
Tooele	264	122	98	236	335	.....
Uintah	156	123	22	257	92	.....
Utah	1,958	1,011	247	2,075	1,943	.....
Wasatch	158	203	.....	270	291	.....
Washington	477	73	.....	418	106	.....
Wayne	.....	.....	.....	132	35	.....
Weber	1,551	932	955	1,738	1,951	.....
Salt Lake (county)	988	614	656	1,081	1,071	.....
Salt Lake City:						
First precinct	351	77	742	647	350	785
Second precinct	639	82	1,365	677	425	1,136
Third precinct	661	67	349	772	258	338
Fourth precinct	457	63	373	510	253	277
Fifth precinct	862	74	941	374	287	701

*Carbon County created in 1894 out of part of Emery County.

Special election to fill vacancy January 4, 1894.

	Democrat.	Republican.
Salt Lake City:		
First precinct	606	913
Second precinct	704	1,677
Third precinct	593	512
Fourth precinct	499	440
Fifth precinct	425	534

as shown by the election returns of 1892 for commissioners to locate university lands and Delegate to Fifty-third Congress.

County.	University land commissioners.			Delegate to Congress.		
	Democrat.	Republican.	Liberal.	Democrat.	Republican.	Liberal.
.....	268	202	19	262	199	32
.....	583	456	98	557	452	130
.....	1,427	1,032	36	1,413	1,023	59
.....	155	158	65	129	167	96
.....	561	282	50	558	265	65
.....	447	94	18	332	198	22
.....	171	196	5	169	197	7
.....	.....	77	22	13	77	27
.....	203	206	1	198	211	4
.....	508	518	78	461	460	188
.....	71	150	.....	57	166	.....
.....	329	303	11	324	304	19
.....	157	145	7	160	131	19
.....	50	100	15	114	96	47
.....	146	72	18	145	78	18
.....	6	.....	.....	18	24	.....
.....	1,010	976	10	977	966	59
.....	438	445	12	414	443	38
.....	688	428	645	689	445	632
.....	274	319	72	250	291	96
.....	190	111	8	214	144	10
.....	2,172	1,678	194	2,115	1,680	255
.....	291	225	.....	280	233	1
.....	434	.....	.....	412	152	3
.....	142	79	1	128	93	2
.....	1,510	1,000	1,340	1,467	1,330	1,135
ity.....	961	868	536	929	940	686
:						
ict.....	495	262	744	475	341	684
inct.....	583	329	1,296	595	407	1,193
inct.....	592	297	306	587	269	350
inct.....	418	230	323	411	248	301
inct.....	321	289	915	348	365	809

* Carbon County established in 1894 out of Emery County.

CHARGES AND APPROPRIATIONS.

ce the 10th day of June, 1893, the Commission has occupied
the Industrial Home Building, which was placed in their
direction of the honorable Secretary of the Treasury, pursu-
action of the board of managers in surrendering the same to
rtment.

led improvements were made as directed by the Department
convenience necessary has been provided.

d in the report for 1893, this is the only building belonging
ernment which might, with due consideration for the conven-
e local officials, as well as the public, be occupied by the
artments designated for Utah. The building is both ample
odious, and with reasonable changes could be made to accom-
the Government offices (except the post-office and courts), at
ving in the way of rents.

of the occupation of the building as indicated, it will be
to replace the heating apparatus with a good and sufficient
ch as would harmonize with the piping and registering of
ng in its present condition; this could be done at a cost not
$1,000.

ion to the foregoing, a reasonable appropriation is necessary
aining in a proper state of preservation the building and
such as repairs to the roof, fences, etc., the cleansing of cess-
use of which are necessitated by the absence of a sewer sys-

tem upon the adjoining streets), and also for making proper provision for the better lighting of the building by use of the electric system throughout its entire extent—these costs need not exceed $300.

In all the contemplated changes, regard must be had, not only for the present and prospective occupation, but also for the future ultimate use and disposition of the building in the event of the early change of the Territorial into a State government, in which latter case, the structure could be very properly used as permanent quarters, not only for the local land offices, surveyor-general, etc., but also for the U. S. marshal's offices as well as for the U. S. district court which would be created.

The reason for calling the attention of the Department to these expenditures grows out of the fact that the appropriations as now made can not be used for any of the purposes indicated. As to the latter class, later developments in the matter of election expenses will disclose the necessities and a supplemental report may be submitted thereon.

In conclusion, the attention of the Department is directed to the preceding annual reports, covering a period of more than twelve years since the creation of this board, wherein may be found a general outline of the work imposed and the manner of its discharge, and which, together with this imperfectly compiled statement of the acts and doings for the fiscal year ending June 30, 1894, are respectfully submitted.

By order of the commission:

CHARLES C. RICHARDS,
Secretary.

Hon. HOKE SMITH,
Secretary of the Interior, Washington, D. C.

REPORT

OF THE

COMMISSIONER OF SCHOOLS FOR THE TERRITORY OF UTAH.

OGDEN, UTAH, *December 31, 1894.*

DEAR SIR: In compliance with an act of Congress I have the honor herewith to submit to that honorable body, through your Department, the annual report of the Commissioner of public schools for the Territory of Utah for the year ending June 30, 1894.

I also submit a statement of the apportionment of the Territorial school fund arising from the 3 mill tax on a dollar for the December distribution, which is about one-half the amount for the year. The law requires the Commissioner to make the apportionment and distribution at two different periods, December and March.

You will observe that I have noted a number of errors in the statistical and financial reports as received from the Superintendents of the several counties of the Territory. I beg leave to call your attention to the fact that it was beyond my power to correct these errors for the want of necessary data to do so, and my appointment being but recent I did not have the time to return them to the respective counties for correction.

Some suggestions could be made touching our system which, I think, would be an improvement if carried out, but, inasmuch as Utah is preparing for State hood under the enabling act, I deem it unnecessary to call the attention of Congress to them.

The schools of the leading cities of the Territory will compare favorably with other schools in the nation, this comparison comprehending buildings, appointments, and the teaching and supervising force.

I am advised that many of the private and denominational schools are in excellent condition, though I have no data upon which to base a report of them to you.

I have visited a number of the counties, met with the Superintendents and teachers in their institutes and with the patrons in meetings called for their special purpose, and I am proud to say that the people of Utah are showing in a marked degree an increased interest in all matters educational. The schools are more largely attended than ever before. The reply to my query "How is your attendance?" comes all along the line, "We are crowded." The people are meeting this crowded condition, notwithstanding the recent depression, with energies most worthily expended in the erection of new buildings.

These new buildings, whether in city or country, are of the most improved modern type of school architecture, particular attention being paid to the heating, the ventilation, and the arrangement for light.

Our leading institution, the University of Utah, has recently taken a higher position, and the work being done by her faculty fully justifies her assumption to still higher claims. Never in her history were her energies so wisely directed.

Any information not contained in the reports I have sent you I will gladly furnish the Department if it is in my possession.

Respectfully submitted.

T. B. LEWIS,
Commissioner of Schools.

Hon. WILLIAM H. SIMS,
Acting Secretary of the Interior.

Commissioner's annual statistical report, Utah Territory, for the school year ending June 30, 1894.

Names of cities.	Schools.				Teachers.				Children in county between the ages of 6 and 18 years.					
					Non-Mormon.		Mormon.		Of non-Mormon parents.		Of Mormon parents.		Total.	
	Primary.	Intermediate.	Mixed.	Total.	Males.	Females.	Males.	Females.	Boys.	Girls.	Boys.	Girls.	Of non-Mormon parents.	Of Mormon parents.
Salt Lake	87	83	4	174	20	152	2	16	2,169	2,387	3,290	3,448	4,556	6,738
Ogden	37	14	1	52	9	42	3	1	877	896	1,186	1,147	1,773	2,333
Provo	12	5	2	19	1	3	9	7	158	157	815	771	315	1,586
Logan	10	11	.....	21	1	2	5	13	65	57	750	744	122	1,494
Total	146	113	7	266	31	199	19	37	3,209	3,497	6,041	6,110	6,766	12,151

Names of cities.	Children enrolled between the ages of 6 and 18 years.						Per cent of school population enrolled.		Enrolled under 6 years of age.					
	Children of non-Mormon parents.		Children of Mormon parents.		Total.				Children of non-Mormon parents.		Children of Mormon parents.		Total.	
	Boys.	Girls.	Boys.	Girls.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.	Boys.	Girls.	Boys.	Girls.	Children of non-Mormon parents.	Children of Mormon parents.
Salt Lake	2,034	2,075	2,902	3,035	4,109	5,937	90.2	88.1	.....	.....	.....	.....	.....	.....
Ogden	680	676	1,044	1,036	1,356	2,080	80	81	2	.....	.....	1	2	1
Provo	74	76	107	684	150	791	48	82	.....	.....	.....	.....	.....	.....
Logan	3	5	583	568	8	1,151	6.55	77	.....	.....	.....	1	.....	1
Total	2,791	2,832	4,636	5,323	5,623	9,959	93+	82—	2	.....	.....	2	2	1

ommissioner's annual statistical report, Utah Territory, etc.—Continued.

f cities.	Number enrolled over 18 years of age.						Number enrolled under and over school age.		Whole number enrolled.		Average daily attendance.	
	Children of non-Mormon parents.		Children of Mormon parents.		Total.							
	Boys.	Girls.	Boys.	Girls.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.
.....	9	11	17	9	20	26	20	26	4,129	5,963	3,223.1	4,131.7
.....	1	3	2	.....	4	2	6	3	1,362	2,083	1,037.3	1,535.4
.....	.....	.....	3	.....	.....	3	.....	3	150	1,294	84	782
.....	.....	.....	3	1	.....	4	.....	5	8	1,156	6.5	919.5
l.....	10	14	25	10	24	35	26	37	5,649	10,496	4,350.9	7,368.6

f cities.	Per cent of school population actually attending school.		Average number of terms schools have been taught.	Average number of days schools have been taught during the year.	Average monthly pay of teachers.				Cash compensation paid by trustees to teachers, as per school teachers' term report.
					Males.		Females.		
	Children of non-Mormon parents.	Children of Mormon parents.			Non-Mormon.	Mormon.	Non-Mormon.	Mormon.	
.....	70.5	61.2	4	185	$112.80	$100.00	$69.36	$73.89	$134,722.35
.....	60	66	4	193	85.00	112.50	45.00	40.00	34,270.95
.....	48	82	3	146	70.00	57.22	40.00	40.00	7,288.25
.....	6.5	77	3	(*)	50.00	70.00	50.00	46.50	6,137.75
l.....	77+	70+	3½	.....	79.45	84.93	51.09	50.08	182,419.30

f cities.	Total compensation from all sources.	Average monthly compensation.	Branches taught, number of pupils.							
			Reading.	Writing.	Spelling.	Language lessons	English grammar.	Geography.	United States History.	Arithmetic.
.....	$34,722.35	$74.00	9,835	9,835	9,835	9,154	681	4,916	681	9,835
.....	34,270.95	70.62	3,445	3,445	3,445	3,295	150	2,500	110	3,445
.....	7,288.25	49.25	1,444	1,444	1,444	823	621	1,444	722	1,444
.....	6,137.75	39.00	1,164	1,118	1,164	1,065	85	358	50	1,164
l.....	182,419.30	58.22	15,888	15,842	15,888	14,337	1,537	9,218	1,563	15,888

f cities.	Branches taught, number of pupils in each.											
	Physiology and hygiene.	Composition.	Drawing.	Elocution.	Music.	Civil government.	Physical geography.	Natural philosophy.	Algebra.	Bookkeeping.	High school studies.	Morals and manners.
.....	2,821	3,072	9,835	.....	9,835	.....	.....	.....	.....	.....	257	.....
.....	3,445	3,445	.....	.....	3,400	33	60	50	60	45	.....	.....
.....	1,444	.....	1,444	.....	1,444	.....	.....	.....	.....	.....	.....	1,444
.....	363	186	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
l.....	8,073	6,703	11,279	.....	14,679	33	60	50	60	45	257	1,444

* Error.

Our leading institution, the University of Utah, has recently taken a higher position, and the work being done by her faculty fully justifies her assumption to still higher claims. Never in her history were her energies so wisely directed.

Any information not contained in the reports I have sent you I will gladly furnish the Department if it is in my possession.

Respectfully submitted.

T. B. LEWIS,
Commissioner of Schools.

Hon. WILLIAM H. SIMS,
Acting Secretary of the Interior.

Commissioner's annual statistical report, Utah Territory, for the school year ending June 30, 1894.

Names of cities.	Schools.				Teachers.				Children in county between the ages of 6 and 18 years.					
					Non-Mormon.		Mormon.		Of non-Mormon parents.		Of Mormon parents.		Total.	
	Primary.	Intermediate.	Mixed.	Total.	Males.	Females.	Males.	Females.	Boys.	Girls.	Boys.	Girls.	Of non-Mormon parents.	Of Mormon parents.
Salt Lake	87	83	4	174	20	152	2	16	2,169	2,387	3,290	3,448	4,556	[illegible] 738
Ogden	37	14	1	52	9	42	3	1	877	896	1,186	1,147	1,773	[illegible] 333
Provo	12	5	2	19	1	3	9	7	158	157	815	771	315	[illegible] 586
Logan	10	11	.....	21	1	2	5	13	65	57	750	744	122	[illegible] 494
Total	146	113	7	266	31	199	19	37	3,269	3,497	6,041	6,110	6,766	[illegible] 151

Names of cities.	Children enrolled between the ages of 6 and 18 years.						Per cent of school population enrolled.		Enrolled under 6 years of age.					
	Children of non-Mormon parents.		Children of Mormon parents.		Total.				Children of non-Mormon parents.		Children of Mormon parents.		Total.	
	Boys.	Girls.	Boys.	Girls.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.	Boys.	Girls.	Boys.	Girls.	Children of non-Mormon parents.	Children of Mormon parents.
Salt Lake	2,034	2,075	2,902	3,035	4,109	5,937	90.2	88.1	.....	.....	.....	.....	.....	.....
Ogden	680	676	1,044	1,036	1,356	2,080	80	81	2	.....	.....	1	2	1
Provo	74	76	107	684	150	791	48	82	.....	.....	.....	.....	.....	1
Logan	3	5	583	568	8	1,151	6.55	77	.....	.....	.....	1	.....	
Total	2,791	2,832	4,636	5,323	5,623	9,959	83+	82—	2	.....	.....	2	2	2

Commissioner's annual statistical report, Utah Territory, etc.—Continued.

es of cities.	Number enrolled over 18 years of age.						Number enrolled under and over school age.		Whole number enrolled.		Average daily attendance.	
	Children of non-Mormon parents.		Children of Mormon parents.		Total.							
	Boys.	Girls.	Boys.	Girls.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.
ake	9	11	17	9	20	26	20	26	4,129	5,963	3,223.1	4,131.7
	1	3	2	.....	4	2	6	3	1,362	2,083	1,037.3	1,535.4
	.....	.....	3	.....	.....	3	.....	3	150	1,294	84	782
	.....	.....	3	1	.....	4	.....	5	8	1,156	6.5	919.5
Total	10	14	25	10	24	35	26	37	5,649	10,496	4,350.9	7,368.6

es of cities.	Per cent of school population actually attending school.		Average number of terms schools have been taught.	Average number of days schools have been taught during the year.	Average monthly pay of teachers.				Cash compensation paid by trustees to teachers, as per school teachers' term report.
					Males.		Females.		
	Children of non-Mormon parents.	Children of Mormon parents.			Non-Mormon.	Mormon.	Non-Mormon.	Mormon.	
ake	70.5	61.2	4	185	$112.80	$100.00	$69.36	$73.89	$134,722.35
	60	66	4	193	85.00	112.50	45.00	40.00	34,270.95
	48	82	3	146	70.00	57.22	40.00	40.00	7,288.25
	6.5	77	3	(*)	50.00	70.00	50.00	46.50	6,137.75
Total	77+	70+	3½	.....	79.45	84.93	51.09	50.08	182,419.30

es of cities.	Total compensation from all sources.	Average monthly compensation.	Branches taught, number of pupils.							
			Reading.	Writing.	Spelling.	Language lessons	English grammar.	Geography.	United States History.	Arithmetic.
ake	$34,722.35	$74.00	9,835	9,835	9,835	9,154	681	4,916	681	9,835
	34,270.95	70.62	3,445	3,445	3,445	3,295	150	2,500	110	3,445
	7,288.25	49.25	1,444	1,444	1,444	823	621	1,444	722	1,444
	6,137.75	39.00	1,164	1,118	1,164	1,065	85	358	50	1,164
Total	182,419.30	58.22	15,888	15,842	15,888	14,337	1,537	9,218	1,563	15,888

es of cities.	Branches taught, number of pupils in each.											
	Physiology and hygiene.	Composition.	Drawing.	Elocution.	Music.	Civil government.	Physical geography.	Natural philosophy.	Algebra.	Bookkeeping.	High school studies.	Morals and manners.
ake	2,821	3,072	9,835	.....	9,835	.....	.....	.....	.....	.....	257	.....
	3,445	3,445	.....	.....	3,400	33	60	50	60	45	.....	.....
	1,444	.....	1,444	.....	1,444	.....	.....	.....	.....	.....	.....	1,444
	363	186	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	8,073	6,703	11,279	.....	14,679	33	60	50	60	45	257	1,444

* Error.

Commissioner's annual statistical report, Utah Territory, etc.—Continued.

Names of cities.	Value of school property.				
	Grounds.	Buildings.	Furniture.	Apparatus.	Total.
Salt Lake	$256,075.00	$621,842.10	$29,902.48	$5,000.00	$912,819.58
Ogden	120,885.00	164,243.00	13,850.00	500.00	299,478.00
Provo	10,243.75	42,232.17	5,383.22	953.97	58,813.1[illegible]
Logan	9,250.00	55,892.93	6,208.38	456.85	71,808.1[illegible]
Total	396,453.75	884,210.20	55,344.08	6,910.82	1,342,918.8[illegible]

Names of counties.	Schools.				Teachers.				Children in county between the ages of 6 and 18 years.					
					Non-Mormon.		Mormon.		Of non-Mormon parents.		Of Mormon parents.		Total.	
	Primary.	Intermediate.	Mixed.	Total.	Males.	Females.	Males.	Females.	Boys.	Girls.	Boys.	Girls.	Of non-Mormon parents.	Of Mormon [illegible]
Beaver	3	5	5	13	1	5	6	2	109	91	476	438	200	[illegible]14
Boxelder	12	10	27	49	6	3	28	20	175	178	1,117	1,148	353	2,[illegible]65
Cache	19	18	20	57	3	4	30	20	71	59	2,207	2,032	130	4,[illegible]29
Carbon	3	2	5	10	3	5	2	4	127	112	286	267	239	533
Davis	9	9	18	36	3	4	15	16	115	102	1,197	1,131	217	2,328
Emery	7	5	6	18	3	1	12	3	46	44	557	626	90	1,183
Garfield	8	3	8	19	....	1	11	7	16	4	162	362	20	524
Grand	1	.....	3	4	1	2	.....	1	44	38	48	41	82	89
Iron	5	6	4	15	....	.....	6	10	14	24	456	467	38	923
Juab†	6	5	6	{*2 19}	3	1	6	8	225	228	599	596	453	1,[illegible]195
Kane	4	4	6	14	1	.....	4	11	4	7	328	339	11	667
Millard	5	5	7	17	2	2	10	10	71	87	609	604	158	1,[illegible]213
Morgan	2	2	11	15	....	1	9	6	34	24	296	299	58	535
Piute	2	1	6	9	....	3	4	4	59	47	199	122	106	321
Rich	1	.....	8	9	....	.....	10	2	34	44	273	281	78	554
Salt Lake	25	23	29	{*5 82}	7	23	35	24	610	541	2,463	2,297	1,151	4,[illegible],760
San Juan	1	.....	2	3	....	.....	3	3	3	1	64	69	4	133
Sanpete	18	25	15	58	1	2	37	22	204	162	2,294	2,177	366	4,[illegible].471
Sevier	8	8	9	{*2 27}	1	4	14	19	162	139	1,114	1,069	301	2,[illegible],183
Summit	7	11	13	{*1 32}	9	15	5	5	547	537	745	734	1,084	1,[illegible],479
Tooele	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Uintah‡	3	4	8	15	2	1	10	3	25	20	282	245	45	527
Utah	43	23	30	96	3	6	43	49	523	487	3,226	3,128	1,010	[illegible]354
Wasatch	9	5	7	21	3	1	12	8	61	52	658	670	113	[illegible]328
Washington	10	8	11	29	....	1	14	17	21	15	694	721	36	[illegible]415
Wayne	2	2	10	14	1	.....	7	7	12	13	286	291	25	577
Weber	16	12	17	45	11	18	11	7	225	231	1,394	1,234	456	[illegible]628
Total	229	186	291	{10 716}	64	103	344	288	3,537	3,287	22,130	21,388	6,824	[illegible] 518

* Grammer schools. † Error. ‡ Full of errors.

Commissioner's annual statistical report, Utah Territory, etc.—Continued.

f counties.	Children enrolled between ages of 6 and 18 years.						Per cent of school population enrolled.		Number enrolled under 6 years of age.					
	Children of non-Mormon parents.		Children of Mormon parents.		Total.				Children of non-Mormon parents.		Children of Mormon parents.		Total.	
	Boys.	Girls.	Boys.	Girls.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.	Boys.	Girls.	Boys.	Girls.	Children of non-Mormon parents.	Children of Mormon parents.
.....	90	88	433	387	178	820	89	85+	3	1	3	2	4	5
.....	121	135	1,002	951	256	1,953	72+	86+	4	3	10	6	7	16
.....	32	26	2,901	1,579	58	3,480	66+	83+	....	....	15	19	....	34
.....	88	91	224	177	179	401	75+	72+	....	....	....	1	....	1
.....	44	41	998	923	85	1,921	44+	89+	....	3	17	17	3	34
.....	31	33	568	532	64	1,100	71+	85+	1	1	2	....	2	2
.....	19	11	422	484	30	906	1.5	92+	....	....	3	....	....	3
.....	37	19	25	28	56	53	68+	59+	....	....	2	2	....	4
.....	4	10	321	383	14	704	37—	76+	....	....	2	6	....	8
.....	136	123	373	394	259	767	57+	64+	....	....	1	1	....	2
.....	6	12	303	317	18	620	1.63	93+	....	....	....	3	....	3
.....	72	61	515	554	133	1,069	84+	88+	2	....	6	1	2	7
.....	22	15	257	243	37	500	64—	84+	....	....	5	2	....	7
.....	47	37	168	160	84	328	79+	78—	1	2	2	3	3	5
.....	10	10	262	267	20	529	25+	95—	....	....	1	1	....	2
e.....	391	372	2,194	2,003	763	4,197	66	88	1	3	15	14	4	29
n.....	3	.....	53	65	3	118	75	88+	....	....	....	1	....	1
.....	86	66	1,931	1,734	152	3,665	41	84	....	....	4	3	....	7
.....	85	66	915	896	151	1,811	49	84	1	....	14	2	1	16
.....	413	386	452	577	799	1,029	67+	72+	3	12	1	9	15	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	39	32	228	198	71	426	1.45	71—	....	....	....	....	....	....
.....	233	195	2,714	2,651	428	5,365	42+	84—	4	3	19	25	7	44
.....	34	26	563	599	60	1,162	54	87+	....	....	10	6	....	16
gton.....	11	0	606	658	20	1,264	62+	97+	....	2	7	8	2	15
.....	7	10	290	263*	17	553	96	90+	....	....	3	3	....	6
.....	145	157	1,236	1,076	302	2,312	66+	88—	2	2	22	13	4	35
tal.....	2,206	2,031	19,954	16,799	4,237	36,753	58+	82—	22	32	164	148	54	312

*Error. † Full of errors.

Commissioner's annual statistical report, Utah Territory, etc.—Continued.

Names of counties.	Number enrolled over 18 years of age.						Number enrolled under and over school age.		Whole number enrolled.		Average daily attendance.	
	Children of non-Mormon parents.		Children of Mormon parents.		Total.							
	Boys.	Girls.	Boys.	Girls.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.	Children of non-Mormon parents.	Children of Mormon parents.
Beaver	1	1	10	2	2	12	6	17	192	875	136	526
Boxelder	2	.....	38	25	2	63	9	79	265	2,032	168+	1,252
Cache	.....	1	45	22	1	67	1	101	60	3,579	38	2,274
Carbon	3	.....	15	2	3	17	3	20	183	419	126	296
Davis	6	2	33	10	8	43	11	77	96	1,898	61	1,257
Emery	.....	2	5	2	2	7	4	9	68	1,125	48½	610½
Garfield	.....	.....	9	2	.....	11	.....	14	30	924	21½	677
Grand	1	.....	1	.....	1	1	1	5	57	58	33	33½
Iron	.....	.....	9	8	.....	17	.....	25	14	729	5½	433½
Juab *	1	1	15	10	2	25	2	27	261	794	162	527
Kane	.....	.....	17	8	.....	25	.....	32	18	649	9½	446½
Millard	.....	.....	11	7	.....	18	2	25	135	1,094	99½	866
Morgan	1	1	6	6	2	12	2	29	39	529	27	385
Piute	2	.....	3	7	2	10	5	15	89	347	58	217
Rich	1	.....	6	4	1	10	1	12	21	539	12½	300½
Salt Lake	7	2	48	24	9	72	13	101	776	4,298	460	2,723
San Juan	.....	.....	9	6	.....	15	.....	16	3	134	2½	114
Sanpete	4	1	84	18	5	102	3	109	155	2,656	87	1,766
Sevier	2	.....	20	8	2	28	3	44	151	1,891	100	1,206
Summit	16	3	22	8	19	30	33	39	834	1,116	549	721
Tooele	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Uinta †	1	.....	2	.....	1	2	1	.....	88	617	67	485
Utah	4	2	66	35	6	101	13	145	441	5,510	252	3,656
Wasatch	.....	.....	33	10	.....	43	.....	59	60	1,221	28	742
Washington	.....	.....	29	17	.....	46	.....	51	22	1,325	16	1,012
Wayne	.....	.....	12	11	.....	23	.....	29	13	606	6	400
Weber	6	2	29	10	8	39	14	73	216	2,385	184	1,502
Total	58	18	577	262	76	839	127	1,153	4,384	37,360	2,756¾	24,468¾

* Error.

† Full of errors

Commissioner's annual statistical report, Utah Territory, etc.—Continued.

counties.	Per cent of school population actually attending school.		Average number of terms schools have been taught.	Average number of days schools have been taught during the year.	Average monthly pay of teachers.				Cash compensation paid by trustees to teachers as per school teachers' term report.
					Males.		Females.		
	Children of non-Mormon parents.	Children of Mormon parents.			Non-Mormon.	Mormon.	Non-Mormon.	Mormon.	
.....	67+	55+	2 3/5	114 4/5	$67.50	$66.94	$48.50	$40.83	$4,619.40
.....	36	63+	2 13/20	142	48.91	52.83	33.96	34.94	16,867.50
.....	48	53	3 3/4	147	41.66	54.62	37.50	37.90	19,554.22
.....	69—	71	2 11/20	134	70.00	55.00	55.00	43.92	3,101.20
.....	32	58	3 1/10	129	52.50	53.67	44.00	39.60	12,126.86
.....	72	55+	4 1/2	187.1	53.33	57.47	45.00	30.00	6,319.50
.....	72 1/2	74+	2 3/4	113	.....	43.85	12.00	36.70	4,447.95
.....	69 1/2	59	2 3/4	137.5	100.00	.....	50.00	25.00	1,500.00
.....	14 1/2	46.9	2 3/4	133.5	.....	54.50	.....	26.88	4,258.75
.....	62+	66+	3 1/20	168+	69.72	47.08	50.00	38.37	9,233.20
.....	52+	68+	2 1/2	119—	48.94	66.00	.....	38.19	3,501.70
.....	55	63	2 4/5	129	55.00	65.00	48.50	30.85	7,040.87
.....	56	66	2 1/2	111	.....	47.37	30.00	34.50	3,555.10
.....	65	62+	2 1/2	103 4/5	.....	59.75	33.67	32.67	2,187.26
.....	60+	55+	3 3/5	167	.....	58.74	.....	31.00	3,999.02
.....	40	57	3 1/4	174	78.20	72.25	53.00	45.00	46,432.00
.....	78—	85	2 1/4	154	.....	55.00	.....	28.33	1,503.90
.....	41	84	3 1/2	156	46.62	53.30	29.50	34.25	22,827.69
.....	33	55	2 3/5	130	50.00	62.61	42.50	30.96	10,434.32
.....	56	56	3	146	73.88	52.95	51.00	43.42	15,025.57
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	76+	74+	2 3/4	127 1/2	47.50	56.86	.....	38.75	3,451.50
.....	57+	66+	3 1/4	152	36.05	54.69	49.34	40.68	37,867.17
.....	46+	56	2 1/4	135	68.33	50.12	20.00	33.74	6,421.00
on.....	50	84.5	2 1/12	104+	.....	46.28	45.00	32.71	†7,261.76
.....	.....	.....	2 1/2	121 1/2	45.00	41.08	.....	23.67	2,782.73
.....	54 1/2	61	3 1/2	161 1/2	57.25	56.73	38.75	39.03	16,179.97
al.....	63+	65.5	2.9	134.5	58.42	55.39	40.86	35.23	257,590.56

counties.	Total compensation from all sources.	Average monthly compensation.	Branches taught, number of pupils in each.							
			Reading.	Writing.	Spelling.	Language lessons.	English grammar.	Geography.	United States History.	Arithmetic.
.....	*$4,796.29	$59.07	961	952	941	338	473	6	418	910
.....	16,867.50	42.91	2,123	2,119	1,963	1,133	733	1,341	778	2,112
.....	19,554.22	98.55	3,625	3,625	3,625	2,055	1,073	1,786	751	3,244
.....	3,101.20	59.66	600	600	557	399	137	321	180	575
.....	*13,738.47	103.27	2,062	2,062	2,062	1,504	501	1,294	709	2,062
.....	6,319.50	96.39	1,092	1,080	1,082	547	392	813	456	1,014
.....	4,447.95	39.87	931	929	931	487	293	664	519	867
.....	1,500.00	56.25	115	115	115	73	52	70	66	90
.....	4,258.75	36.85	692	713	712	376	268	659	246	698
.....	9,233.20	55.50	960	970	928	405	371	410	497	910
.....	3,501.70	57.28	647	637	645	367	160	468	332	624
.....	7,040.87	48.23	1,242	1,242	1,242	776	418	940	387	1,188
.....	3,555.10	40.08	524	539	538	269	124	370	286	.....
.....	2,187.26	46.80	412	413	409	185	180	287	129	406
.....	3,999.02	92.66	480	475	442	256	163	243	221	444
.....	46,432.00	135.77	4,734	4,704	4,621	3,389	1,112	2,756	1,107	4,665
.....	1,503.90	57.50	137	137	137	75	55	99	93	137
.....	22,827.69	37.76	3,917	3,917	3,917	2,617	1,470	2,890	2,155	3,543
.....	10,434.32	40.85	1,968	1,974	1,974	1,271	892	1,506	988	1,924
.....	15,025.57	58.32	1,739	1,652	1,697	773	1,050	529	841	1,482
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	3,451.50	62.81	486	480	485	279	123	277	64	.....
.....	37,867.17	146.70	5,772	5,771	5,770	4,601	1,275	4,964	2,769	5,855
.....	6,431.00	88.26	1,210	1,169	1,133	899	336	958	612	1,196
on.....	7,261.76	63.90	1,295	1,327	1,308	613	395	984	775	1,302
.....	2,782.73	34.53	523	536	502	251	132	405	383	488
.....	16,179.97	75.25	2,535	2,356	2,428	1,217	1,030	1,279	928	2,482
al.....	264,498.00	66.68+	40,802	40,714	40,164	24,845	12,208	26,939	16,685	38,218

* Error. † Full of errors. ‡ Cash and produce.

Commissioner's annual statistical report, Utah Territory, etc.—Continued.

Names of counties.	Branches taught, number of pupils in each.												
	Physiology and hygiene.	Composition.	Drawing.	Elocution.	Music.	Civil government.	Physical geography.	Natural philosophy.	Algebra.	Bookkeeping.	Special.	Special.	Special.
Beaver	810	210	74	.....	3	.....	8	.....	9	.....	.....	.....	.....
Boxelder	1,101	838	1,205	25	285	6	51	11	6	10	61	.....	.....
Cache	2,016	564	547	.....	110	44	33	6	.....	.....	.....	.....	.....
Carbon	489	218	170	5	270	10	.....	.....	.....	4	.....	.....	.....
Davis	1,097	485	1,382	52	585	7	25	.....	.....	.....	.....	.....	.....
Emery	687	406	610	111	365	2	4	.....	.....	.....	.....	.....	.....
Garfield	735	462	335	.....	.....	5	60	.....	.....	.....	.....	.....	.....
Grand	70	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron	667	264	344	7	821	.....	.....	.....	.....	.....	.....	.....	.....
Juab *	647	409	548	31	593	7	6	.....	.....	13	49	70	5
Kane	496	264	39	.....	22	.....	.....	.....	.....	43	.....	.....	.....
Millard	941	944	440	57	233	8	13	.....	1	.....	22	26	.....
Morgan	439	209	205	14	145	.....	13	.....	.....	10	.....	.....	.....
Piute	264	199	200	28	28	2	2	.....	.....	7	.....	.....	.....
Rich	302	186	78	28	.....	.....	27	.....	.....	3	.....	.....	.....
Salt Lake	2,084	1,402	3,823	198	2,497	1	35	16	1	.....	69	.....	.....
San Juan	98	65	125	.....	99	.....	.....	.....	.....	4	.....	.....	.....
Sanpete	3,297	1,678	1,959	25	1,130	90	6	42	17	10	.....	.....	.....
Sevier	1,683	1,058	1,270	8	704	.....	23	.....	.....	.....	.....	.....	.....
Summit	1,169	336	1,105	146	411	.....	.....	.....	.....	.....	.....	.....	.....
Tooele	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Uinta †	514	146	179	.....	135	.....	.....	.....	.....	.....	.....	.....	.....
Utah	5,502	2,797	3,768	84	1,885	13	13	13	13	13	46	.....	.....
Wasatch	1,193	641	638	.....	266	.....	.....	.....	.....	16	.....	.....	.....
Washington	1,163	648	780	33	11	.....	12	.....	3	8	4	15	.....
Wayne	437	296	198	.....	148	.....	.....	.....	.....	.....	.....	.....	.....
Weber	1,366	313	633	90	250	95	27	15	20	19	.....	.....	.....
Total	29,267	14,752	20,655	942	10,996	290	368	103	70	160	251	111	5

Names of counties.	Value of school property.				
	Grounds.	Buildings.	Furniture.	Apparatus.	Total.
Beaver	$1,000.00	$2,625.00	$1,341.50	$740.00	$12,794.77
Boxelder	3,622.71	34,629.80	5,737.70	3,109.45	47,099.66
Cache	4,702.00	40,154.10	5,719.30	2,738.20	53,313.60
Carbon	963.41	3,800.30	1,957.26	1,373.90	7,094.87
Davis	6,941.50	26,251.25	5,196.75	2,190.00	40,579.50
Emery	1,121.55	9,086.97	2,808.02	2,054.95	15,066.59
Garfield	722.00	1,946.15	1,380.00	867.30	4,925.45
Grand	500.00	4,800.00	700.00	300.00	6,300.00
Iron	940.00	5,250.00	2,444.25	1,021.00	9,655.25
Juab*	2,000.00	17,368.00	4,591.63	1,720.20	26,229.20
Kane	505.00	3,820.03	1,612.03	882.43	6,819.46
Millard	740.00	13,102.74	3,242.00	1,320.95	18,405.49
Morgan	1,915.00	8,350.00	1,400.00	1,520.00	13,185.00
Piute	120.00	1,250.00	982.35	692.91	3,045.26
Rich	815.00	4,445.00	825.00	707.00	6,787.00
Salt Lake	22,900.00	123,887.70	13,956.80	5,760.27	166,464.77
San Juan	50.00	4,000.00	430.00	521.25	5,001.25
Sanpete	6,250.00	39,153.68	10,946.80	3,937.60	60,288.08
Sevier	4,010.00	38,875.00	4,000.00	1,820.00	48,705.00
Summit	2,811.00	43,023.74	21,730.05	3,476.03	56,365.32
Tooele	.....	.....	.....	.....	.....
Uinta †	780.00	7,092.00	1,913.50	1,090.50	10,716.00
Utah	15,921.00	118,511.20	15,736.69	5,135.00	155,303.89
Wasatch	2,895.00	26,273.00	4,416.00	1,232.00	34,816.00
Washington	1,385.00	11,125.00	1,662.15	1,706.15	15,878.30
Wayne	50.00	1,048.00	1,002.80	622.06	2,722.76
Weber	8,768.25	42,120.90	7,960.00	3,735.60	61,984.75
Total	90,438.42	531,949.56	123,687.60	50,274.75	877,547.27

* Error. † Full of errors.

Territorial commissioner's annual financial report of Utah Territory, for the school year ending June 30, 1894.

Cities and counties.	Receipts.							
	Balance on hand last report.	District taxes.	Territorial school apportionment.	County school fund.	Tuition fees and all other sources.	Bonds sold.	Sinking fund.	Total.
Cities.								
Salt Lake	$33,694.21	$81,617.22	$48,473.63	$80,096.60	$7,382.21	$225,450.00	.....	$476,713.87
Ogden	2,521.32	29,205.42	16,433.55	.....	73.00	10,000.00	.....	58,233.29
Provo	810.97	4,807.74	7,711.29	2,187.60	5.80	.....	.....	15,523.40
Logan*	19,136.14	3,589.99	6,835.68	1,551.36	94.80	.....	$6,197.06	*37,405.03
Total	56,162.64	119,020.37	79,454.15	83,835.56	7,555.81	235,450.00	6,197.06	587,875.59
Counties.								
Beaver	750.85	1,372.25	5,196.15	1,356.18	205.05	.....	.....	8,880.48
Boxelder	5,860.66	8,409.54	11,279.53	6,462.05	5,141.81	6,765.50	.....	43,919.09
Cache	4,352.46	6,025.92	18,463.93	4,195.28	1,645.61	589.00	.....	35,272.23
Carbon*	843.82	2,143.54	3,036.15	760.72	73.58	.....	.....	6,857.81
Davis	2,009.42	8,247.12	10,530.88	2,988.50	370.00	.....	.....	24,145.92
Emery	3,033.22	4,176.22	5,319.24	1,681.98	5.13	.....	.....	14,215.79
Garfield	1,849.43	900.80	4,729.63	35.90	42.72	.....	.....	7,558.48
Grand	1,330.00	2,334.79	773.31	1,801.07	.....	.....	.....	6,239.17
Iron	4,931.31	602.30	4,048.11	1,215.39	.....	.....	.....	10,797.11
Juab	2,202.52	895.06	6,238.68	5,392.17	993.75	15,078.17	364.00	31,174.35
Kane*	311.67	1,961.75	2,773.10	1,069.81	276.14	200.00	.....	6,650.52
Millard	1,682.27	4,857.63	6,687.65	1,751.41	849.46	.....	.....	15,828.42
Morgan	1,275.69	1,506.53	2,702.30	1,225.67	144.95	.....	.....	6,949.11½
Piute	888.57½	96.32	2,264.67	.....	53.54	.....	.....	3,303.10
Rich	1,378.29	2,084.28	2,677.59	1,050.10	84.90	.....	.....	7,275.16
Salt Lake	21,126.10	34,406.74	25,576.15	31,589.44	3,925.98	28,800.00	.....	145,424.41
San Juan*	942.64	1,561.64	727.68	654.90	23.80	.....	.....	3,910.66
Sanpete	8,831.75	6,961.57	20,481.66	3,829.66	399.20	15,000.00	.....	55,503.84
Sevier	14,890.35	8,451.14	10,432.80	1,366.20	1,342.07	.....	.....	36,482.56
Summit	11,093.69	8,334.00	11,090.59	5,487.58	1,646.52	.....	.....	37,652.38
Tooele	.....	.....	.....	.....	.....	.....	.....	.....
Uinta*	944.45	3,881.28	4,669.45	451.68	282.49	.....	.....	10,229.35
Utah	13,206.83	23,356.99	31,149.72	8,836.80	2,772.80	10,305.00	.....	89,628.14
Wasatch	2,857.98	6,804.41	6,095.43	1,613.95	192.75	.....	.....	17,564.52
Washington	523.06	1,756.05	5,716.72	1,596.10	574.74	.....	.....	10,166.67
Wayne*	*1,712.64	481.46	2,260.80	.....	69.69	.....	.....	4,924.49
Weber	3,874.90	16,481.15	13,057.87	2,150.90	1,471.97	2,500.00	.....	39,536.79
Total	112,704.57½	158,090.48	217,979.84	88,573.44	22,588.65	79,237.67	364.00	680,090.50½

* Errors.

Territorial commissioner's annual financial report of Utah Territory, etc.—Contin

Cities and counties.	Disbursements.						
	Payment of teachers.		Buildings.	Furnishings: Desks, clocks, etc.	Apparatus: Globes, maps, charts, etc.	Repairs.	Im me
	Male.	Female.					
Cities.							
Salt Lake	$23,330.50	$111,391.85	$148,988.42	$6,144.52	$6,559.56	$9,163.32	$5,
Ogden	11,600.00	20,609.05	.....	.....	.....	350.70	1,
Provo	4,059.00	3,229.25	.....	590.48	86.15	631.98	
Logan	2,255.25	3,882.50	24,449.23	394.07	45.00	79.37	
Total	41,244.75	139,109.65	173,437.65	7,129.07	6,690.71	10,230.17	6,
Counties.							
Beaver	2,046.90	2,739.39	261.99	16.60	.....	156.75	
Bexelder	10,705.50	5,428.00	6,607.85	850.63	179.29	371.81	1,
Cache	12,329.57	6,947.15	4,317.69	651.28	69.75	370.10	
Carbon*	1,608.75	1,482.45	165.00	78.12	233.89	47.20	
Davis	7,665.65	6,072.85	2,410.85	751.68	231.18	238.02	
Emery	5,782.07	537.50	3,275.74	455.33	52.30	136.80	
Garfield	3,152.00	1,428.20	.....	31.22	19.00	70.78	.....
Grand	500.00	1,000.00	1,970.99	510.08	.....	26.00	
Iron	2,231.50	2,027.25	‡25.00	140.70	343.48	116.15	
Juab	6,377.25	2,715.00	6,365.90	207.25	71.80	206.85	
Kane*	964.70	2,537.00	1,461.00	240.80	333.50	46.80	
Millard	5,403.31	2,551.89	3,721.75	270.74	107.39	254.08	
Morgan	2,232.50	2,498.00	511.05	176.85	183.20	278.59	
Piute	986.26	1,183.95	9.37	80.10	222.21	47.95	.....
Rich	3,903.50	155.00	662.49	154.25	92.80	177.60	
Salt Lake	26,519.25	19,523.25	30,169.34	1,722.64	863.26	953.73	3,
San Juan*	1,228.92	432.50	1,593.43	399.48	200.14	13.78	.....
Sanpete	16,701.40	4,945.50	16,693.06	1,423.17	642.04	399.71	
Sevier	5,642.07	4,792.25	18,604.62	746.47	108.02	88.26	
Summit	6,720.00	8,005.57	4,074.20	474.11	128.63	1,679.33	
Tooele	.....	.....	.....	.....	.....	.....	.....
Uinta*	4,350.90	1,390.25	1,707.41	506.70	165.72	86.80	
Utah	20,278.15	17,593.83	12,229.62	1,826.53	1,777.78	691.18	2,
Wasatch	4,863.50	1,567.50	187.35	73.45	6.00	83.65	
Washington	3,684.28	3,643.31	10.00	26.25	242.05	553.90	
Wayne*	2,090.85	677.23	45.60	39.29	174.81	71.40	.....
Weber	9,539.87	6,640.10	2,360.55	1,378.98	579.05	590.50	
Total	167,608.65	108,516.92	118,441.85	13,232.70	7,027.29	7,757.72	14,

* Errors. † Insurance. ‡ Balance on hand last report given in error in 1893.

'itorial commissioner's annual financial report of Utah Territory, etc.—Continued.

ı and coun-ties.	Disbursements.						
	Current expenses of running schools, exclusive of teachers' salaries.	Compensation of trustees.	Payment of officers appointed by trustees.	Payment of matured bonds and interest.	Payment of debts incurred prior to this year.	Amount on hand.	Total.
Cities.							
ake.....	$23,085.84	$4,258.17	$8,111.03	$36,297.24	$65.61	$94,276.86	$476,713.87
ı.....	6,252.01	2,138.00	7,048.50	7,323.27	.....	1,646.61	58,238.29
.....	1,275.04	500.00	576.83	902.60	2,000.00	1,582.08	15,523.40
ı*.....	1,809.02	692.00	1,805.85	2,700.00	.....	915.02	*38,320.05
Total.....	32,371.91	7,588.17	17,542.31	47,223.11	2,065.61	98,420.57	588,790.61
ounties.							
r.....	824.88	210.00	115.84	25.50	1,298.18	1,062.62	8,880.48
der.....	2,856.03	1,014.25	333.05	196.00	5,187.46	8,646.19	43,919.09
.....	3,028.99	1,101.16	430.67	265.15	1,247.96	4,204.22	35,272.28
m*.....	414.39	795.00	163.50	.....	935.40	718.50	6,858.84
.....	1,896.15	645.80	134.00	201.02	1,080.66	2,339.77	24,145.92
y.....	526.42	638.30	157.00	14.80	417.72	2,063.31	14,215.79
ld.....	537.65	174.62	29.00	.....	372.80	1,729.21	7,558.48
l.....	70.00	100.00	179.36	.....	.....	1,819.44	6,239.17
.....	425.22	254.25	99.25	.....	43.85	4,303.33	10,797.11
.....	1,622.54	527.50	43.00	.....	2,015.46	10,890.06	31,174.35
*.....	221.03	164.00	55.78	.....	366.80	837.92	7,287.13
rd.....	834.17	365.50	48.50	18.60	931.56	1,073.33	15,828.42
an.....	575.84	205.00	124.75	.....	284.46	744.22½	6,949.11½
.....	128.98	102.40	10.00	.....	93.40	438.48	3,303.10
.....	578.51	206.60	138.00	.....	410.33	715.23	7,275.16
ake.....	9,284.16	2,934.50	2,127.70	2,368.55	20,637.70	42,920.91	145,424.41
nan*.....	93.10	45.00	.....	.....	5.00	73.64	4,083.99
te.....	2,908.63	1,192.80	401.55	978.00	962.64	6,870.14	55,503.84
.....	1,224.36	722.50	385.79	699.50	607.05	2,713.69	36,482.56
it.....	3,526.42	558.03	241.50	82.85	2,120.25	9,666.48	37,652.38
s.....	.....	.....	.....	.....	.....	.....	.....
*.....	291.35	206.55	19.70	138.00	875.13	478.47	10,446.74
.....	7,176.95	2,582.25	541.90	2,957.70	6,372.40	13,562.11	89,628.14
tch.....	1,787.70	423.00	249.50	45.88	5,626.91	2,492.51	17,564.52
ington.....	617.79	206.60	56.15	31.48	547.00	470.91	10,166.67
e*.....	117.83	135.60	9.75	.....	246.48	1,316.25	4,714.92
r.....	2,443.52	1,076.05	486.18	1,685.45	7,609.33	4,672.20	39,536.79
Total.....	43,011.81	16,609.26	6,581.42	9,707.48	59,295.93	116,823.14½	681,609.34½

*Errors.

Territorial commissioner's annual financial report of Utah Territory, etc.—Continued.

Cities and counties.	Financial condition.						
	Outstanding indebtedness incurred this year.	Indebtedness of district.		Increase, current year.		Decrease, current year.	
		Bonded.	Floating	Bonded.	Floating.	Bonded.	Floating
Cities.							
Salt Lake							
Ogden	$10,000.00 1,500.00	$825,000.00 135,000.00	 $10,000.00	$225,000.00			
Provo			5,550.99				$2,229.94
Logan	428.52	45,000.00	2,128.52		$2,128.52		
Total	11,928.52	1,005,000.00	17,679.51	225,000.00	2,128.52		2,229.94
Counties.							
Beaver	56.70		37.50				560.00
Boxelder	6,755.36	7,000.00	3,504.50		1,350.23		1,464.43
Cache	3,042.02		3,587.02		3,042.02		943.96
Carbon	816.19		450.50				146.55
Davis	1,094.54						
Emery	888.13		1,798.82		461.95		46.20
Garfield	283.29		432.14				
Grand							
Iron	44.50		111.50				
Juab	16,493.30	15,000.00	1,373.50	15,000.00	64.00		278.40
Kane	971.87		1,940.56		786.17		
Millard			1,925.49		1,072.34		274.90
Morgan	471.27						
Piute	149.85		284.85		149.85		166.65
Rich	78.16						
Salt Lake	4,365.43	36,050.00	10,322.69	28,800.00	7,336.83		10,368.19
San Juan	1,308.54						
Sanpete	3,248.77	15,000.00	5,570.74		21.00		86.01
Sevier	5,022.55	14,575.00	6,829.99		4,995.05		926.56
Summit							
Tooele							
Uinta	1,041.75		1,844.20		361.30		828.32
Utah	4,982.65	47,500.00	3,774.75				1,305.92
Wasatch			1,251.10		50.20		5,265.31
Washington	121.59		190.01		29.20		262.97
Wayne	200.60		357.30				24.20
Weber	2,509.56	8,866.50	1,625.57		2,509.56	$1,998.00	3,916.54
Total	54,146.62	143,991.50	47,521.73	43,800.00	22,229.70	998.00	26,865.11

Copy of statement made to superintendents.

OFFICE OF COMMISSIONER OF SCHOOLS,
Ogden, December 31, 1894.

accordance with sections 2 and 106 of the new school law, I have made the ving apportionment of the Territorial school money for the December distribu- arising from the 3-mill tax for 1894. The school population is 74,471. The nt of the December apportionment is $152,000. The per capita apportionment 5. The * calls attention to the amount apportioned your county.

	Population.	Apportionment.
Counties.		
.....	1,197	$2,453.85
er.....	2,674	5,481.70
.....	4,516	9,257.80
.....	824	1,689.20
.....	2,545	5,217.25
.....	1,472	3,017.60
d.....	1,157	2,371.85
.....	171	350.55
.....	983	2,015.15
.....	1,704	3,493.20
.....	728	1,492.40
l.....	1,623	3,327.15
n.....	608	1,246.40
.....	557	1,141.85
.....	626	1.283.30
ake.....	6,265	12,843.25
an.....	151	309.55
e.....	4,942	10,131.10
.....	2,599	5,327.95
t.....	2,603	5,336.15
.....	1,328	2,722.40
.....	1,257	2,576.85
.....	7,578	15,534.90
sh.....	1,516	3,107.80
ngton.....	1,493	3,060.65
.....	647	1,326.35
.....	3,083	6,320.15
Cities.		
ake.....	11,941	24,479.05
.....	4,106	8,417.30
.....	1,901	3,897.05
.....	1,676	3,435.80
Total.....	74,471	152,665.55

T. B. LEWIS, *Commissioner.*

ANNUAL REPORT

ON THE

)ITION OF THE COAL MINES IN THE INDIAN TERRITORY.

SOUTH MCALESTER, IND. T., *June 30, 1894.*

:: In accordance with the requirements of the act of Congress of h 3, 1891, entitled "An act for the protection of the lives of miners) Territories," I have the honor herewith to submit to you the first ıl report upon the condition of the coal mines in the Indian Ter-, for the year ending June 30, 1894.

Very respectfully, yours,

L. W. BRYAN,
Mine Inspector for the Indian Territory.

ı. HOKE SMITH,
Secretary of the Interior, Washington, D. C.

, field occupied by the coal-mining industries of this Territory ·ises the following named mines, lying principally in the Choctaw ı, to wit:

Krebs, the coal mines and strip and drift pits of the Osage Coal [ining Company;

Alderson, Hartshorne, and Wilburton, the coal mines and strip rift pits of the Choctaw Coal and Railway Company;

Lehigh, the coal mines and strip pits of the Atoka Coal and Min-)mpany;

Coalgate and Midway, the coal mines and strip pits of the South-:n Coal and Improvement Company;

Bryan, Braidwood, and Cavanal, the coal mines of the Kansas exas Coal Company;

Poteau, the coal mine of the Cavanal Coal and Mining Company;

Savannah, the coal mine of the Tebo Coal and Mining Company, ine and strip pits of Thomas & Co., and the coal mine of the aw Coal and Mining Company.

ıddition to the foregoing the Kansas and Texas Coal Company been prospecting and preparing to develop a field of coal near n. There is a large plant with coal slope at Ardmore, on the Atchi-'opeka and Santa Fe Railroad, and on the extreme western end) coal field covered by the foregoing mines, the coal being of a nferior quality and badly stratified with slate; this mine has not)perated during the period covered by this report. There are a er of small strip pits west of the Missouri, Kansas and Texas ıad, between Muscogee and Vinita, from 6 to 15 miles distant from

the railroad; the coal is of a good quality, the vein running from 14 to 18 inches in thickness; this coal is disposed of locally, none of it being shipped by rail. At Tulsa, on the line of the St. Louis and San Francisco Railroad, in the Creek Nation, there are also several strip pits, from which quite an amount of coal is taken and shipped by rail.

At a point about 20 miles northwest of Antlers an opening has been made into a vein of coal 25 feet in thickness, dipping at an angle of 70°. This coal has not yet been fully developed, but sufficiently so to show that there is a very large deposit. It, however, is of a very friable nature and will not bear transportation, as it disintegrates rapidly on exposure to the atmosphere.

The general character of the coal in the Indian Territory is bituminous, of a good quality, and can be readily mined.

A detailed account of each of the foregoing coal mines and strip and drift pits and also of other minor industries follows.

In addition to the above, Edwards & Sons have opened a small slope at McAlester. Helm has a small coal bank 8 miles west of Vinita, and Coleman has a small slope west of McAlester.

DESCRIPTION OF THE COAL MINES AND STRIP AND DRIFT PITS OPERATED BY THE OSAGE COAL AND MINING COMPANY AT KREBS, IND. T.

MINE NO. 10.

The shaft of this mine is 350 feet deep. The cages are fitted up with approved patent safety catches, which work admirably, and which I have seen subjected to the severest tests. They also have sufficient overhead covers for the protection of the men while being raised and lowered. The upper and lower landings of the shaft are thoroughly protected with gates.

The hoisting engines are first motion double engines, manufactured by the Litchfield Car and Machine Company, with 16 by 30 cylinders and 7-foot drum. These engines are of an approved pattern and perform the work required of them with great ease and accuracy. A battery of 5 boilers is used for generating steam to run hoisting engines, slope engines, fan engines, pumps, etc.

This mine has, in addition to the hoisting shaft, 3 air or ventilating shafts, 2 of them situated on the "rise" or upper workings of mine and 1 to the "dip" or on the lower workings. The 2 shafts on the upper workings are used as exhaust shafts, the shaft on lower workings and the hoisting shaft being used as "intakes."

There are 2 shafts in this mine for the purpose of ingress and egress, viz, the hoisting shaft and one of the ventilating shafts aforementioned, which latter is provided with stairway either for ingress or escape of men. These shafts are situated from each other more than the number of feet prescribed by law. Good traveling ways are maintained between these shafts for the purpose of ingress and egress.

One of the upper shafts is fitted with a Crawford & McCrimmon fan, 12 feet in diameter, and the other shaft with a 15-foot Crawford & McCrimmon fan, both of which exhaust the air from the mine. The lower shaft is provided with a 7-foot Crawford & McCrimmon fan for forcing air into the mine, and is used chiefly in winter time for the purpose of preventing freezing in the hoisting shaft during severe frosts.

These fans are driven by steam engines of suitable capacity, and the quantity of air furnished is 32,000 cubic feet per minute.

The general condition of the mine is good, all the requirements of the act of Congress having been fully complied with.

This mine is the oldest of the mines now being operated at Krebs-
nd will before long reach a point at which it can no longer be profit
bly operated, on account of the long distances which the coal will have
o be hauled to the shaft, and the great expense of maintaining the
ong entries for said haulage.

MINE NO. 11.

The shaft of this mine is 470 feet deep. The cages are fitted up with
afety catches, as in No. 10. These cages are frequently tested by me,
nd are periodically tested by the company. Tests are made by cut-
ing the cages loose from the ropes, both empty and with loads, and at
ll times they have worked perfectly. Overhead covers are provided
for the cages.

Hoisting engines are first motion double engines, with 18 by 32 cyl-
inders, manufactured by the Litchfield Car and Machine Company.
Drum is 8 feet in diameter. There is a battery of 6 boilers generating
steam to run hoisting engine, slope engine, plane engine, electric engine,
pumps, etc.

In addition to the other appliances for the safety of the men, it may
be noted that the introduction of electric machinery into this mine has
added greatly to their safety, for the reason that the mining is thor-
oughly done, necessitating only light charges of powder in comparison
with the amount of powder required when the mining is done by hand.
When the mining is done by electric machines, as in this case, the
amount of powder used is only about one-fifth of the amount formerly
used, thus reducing the chances of explosion to a minimum. I believe
the increased use of these machines would do much toward lessening
the danger arising from the coal dust always present in mines where
the coal is of a rich bituminous nature.

This mine has, in addition to the hoisting shaft, 2 air or ventilating
hafts, situated on the rise or upper workings of the mine, both used
s exhaust shafts.

There are 2 shafts in this mine for the purpose of ingress and egress,
iz, the hoisting shaft and 1 of the ventilating shafts aforementioned,
hich latter is provided with stairway either for ingress or for the
scape of men. Good traveling ways are maintained between these
hafts, and they are situated from each other more than the distance
rescribed by law.

One of the aforementioned shafts is fitted with 2 fans, 1 of them
eing of the Crawford & McCrimmon type and 15 feet in diameter, the
ther being an 8-foot Murphy fan for auxiliary purposes in case of
ccident to the larger fan. The second shaft is fitted with a 12-foot
rawford & McCrimmon fan.

The aforesaid fans are driven by a steam engine, for which steam is
enerated by 2 steam boilers situated near the air shafts.

The quantity of air circulating in the mine averages 31,700 cubic
eet per minute, and is at all times sufficient for the requirements of
he law.

Mining by electric machinery has been carried on in this mine for
he past two years, trial having first been made of one of the Jeffrey
lectric mining machines, and having proved satisfactory and found
o be well-adapted to the mining of this coal, there are now in use 5
f these machines, being furnished with the necessary electric power
enerated by a 135-horse power general electric dynamo, which dynamo
s driven by a 150-horse power Ideal steam engine. This plant has

been often inspected by me, and is a model of its kind, doing the work perfectly, the above company having demonstrated the practicability of this kind of machinery as applied to mining.

This mine, being the largest and best of the mines operated at Krebs, and the prospect being that large quantities of coal are yet available, and that it can be operated for several years, the company has deemed it advisable to sink another shaft for ventilating purposes, as a means of ingress and egress, and also for the purpose of pumping out a large body of water which had accumulated in an old mine known as No. 5, and which water was a menace to life and property in No. 11, and on May 1, 1893, this shaft, now known as No. 11½, was commenced.

Last October, when this shaft had been sunk about 228 feet, a large volume of water forced its way into this shaft, reaching to within 80 feet of the top. Three large pumps were employed, with a united capacity of 600 gallons per minute, and within ninety days 50,000,000 gallons of water was hoisted to the surface, a remarkably good record. This shaft, which is now completed, will soon be connected with the workings of No. 11, and when so connected will add greatly to the security and efficiency of No. 11 and meet all the requirements for ventilation and safety necessitated by the intended developments of this mine.

The general condition of this mine (No. 11) is good. All the requirements of the act of Congress have been fully complied with.

MINE NO. 12.

This mine is situated about 2 miles east of Krebs. The shaft is 20[illegible] feet deep. Cages are provided with approved safety catches.

The hoisting engines are first-motion double engines with 16 by 3[illegible] cylinders and 7-foot drum. Engines are of approved pattern, manufactured by the Litchfield Car and Machine Company.

There are two steam boilers, generating steam for hoisting engines, plane engine, and fan.

There is one shaft for ventilating purposes in addition to the hoisting shaft, the hoisting shaft being used as intake or downcast, and the other ventilating shaft as exhaust or upcast.

There are two shafts for ingress and egress, viz, the hoisting shaft and the ventilating shaft mentioned above, the latter being provided with stairway; the distance between the two shafts is the number of feet required by law.

The ventilating shaft is fitted with a 12-foot Crawford & McCrimmon fan, which exhausts the air and is driven by the engine mentioned above.

The quantity of air supplied to this mine is 25,000 cubic feet per minute.

This mine has not been a large producer on account of the vein being much thinner than the other veins in this district. It is worked on the long-wall system, against which system the miners of this district seem to be prejudiced.

The company have erected a 35-horse-power Thompson & Houston dynamo, driven by a 40-horse-power Atlas engine, and have also a Sperry long-wall electric-mining machine on the ground; and it is their purpose to give this a thorough test to see if these machines can be successfully operated in this vein.

The general condition of this mine is good, and the requirements of the law have been fully complied with.

STRIP AND DRIFT PITS OF THE OSAGE COAL AND MINING COMPANY.

Patterson and Gregg.—Three-foot vein, near No. 12 mine; product hauled to switch and shipped over Missouri, Kansas and Texas Railroad. Strip pit.

Hughes.—Strip pit, 3-foot vein, near No. 12 mine; product hauled to switch and shipped over Missouri, Kansas and Texas Railroad.

Homer.—Drift pit, 4-foot vein; product hauled to spur of No. 12 track and shipped over Missouri, Kansas and Texas Railroad. Ten men.

Bells.—Drift and strip pit, 4-foot vein, 3 miles west of Krebs; loaded at track of Missouri, Kansas and Texas Railroad. Twelve men.

Galbraith.—Drift pit, 4-foot vein, 3½ miles west of Krebs; at present hauled in wagons, railroad spur being now put in; product shipped by Missouri, Kansas and Texas Railroad. Nine men.

Powers.—Strip pit, 3-foot 3-inch vein; product hauled to switch at No. 10 mine on Missouri, Kansas and Texas Railroad.

RÉSUMÉ, OSAGE COAL AND MINING COMPANY.

I am pleased to be able to report that Mr. W. Cameron, the superintendent of the above company, has made it his earnest study to comply not only with the requirements of the law and with my suggestions regarding the safety of the men, but has also made wholesome rules and introduced numerous appliances looking to their safety. My suggestions have been always cheerfully received and promptly acted upon.

All the appliances for the safety of miners, the number of air or ventilating shafts, the number of shafts or slopes for ingress or egress, the character and condition of the machinery for ventilating the mines, and the quantity of air supplied to same are such as the law requires and the exigencies demand.

Metal speaking tubes are provided to all mines.

Particular attention has been paid to the twelfth section of the "act" as to children under the age of 12 years, and the law in this respect rigidly adhered to.

Experienced, competent, and sober men only are placed in charge of hoisting engines or any other machinery belonging to this company. All machinery, ropes, cages, safety catches, and appliances of whatever kind are frequently, periodically, and rigidly inspected by master mechanics of the best skill and ability, and everything possible is done to comply with the letter and spirit of the law as well as the demands of humanity. The air courses of all mines are kept in good condition.

The coal now being mined by the Osage Coal and Mining Company at Krebs is what is known as McAlester coal and has been celebrated for the past twenty years for its fine qualities for domestic purposes, and for its gas-producing as well as its coking qualities.

The total product is shipped out over the Missouri, Kansas and Texas Railroad, a large proportion being shipped to Texas, only a small proportion being shipped north.

On account of the rich bituminous character of this coal, it gives off a large quantity of fine coal dust at the working faces, and as these working faces are usually dryer than the other parts of the mine, this dust becomes explosive; this danger is greatly enhanced during the winter months when the air of the mine dries rapidly. Precautions are taken to lessen the danger from explosion by wetting down the entries and also by strict rules regulating the preparing and firing of shots. See following rules:

NOTICE.

For the protection of life and property the following rules regarding mining and the use of powder must be strictly adhered to from this date at this mine.

1. All coal must be undercut at least 2 feet in rooms and no shot to be placed so the point of the shot or any part of the power shall be more than 4 feet from the face, or more than 2 feet beyond the undercutting.
2. All entries or other narrow work under 12 feet wide to be undercut to full depth of holes drilled for blasting.
3. Shot-firers must not fire any shot unless coal is cut as above specified, and *said shot is otherwise proper and safe.*
4. Only one shot to be fired at a time in any separate split of air, and the following shot not to be lit *until the smoke is cleared away.*
5. No shot to be fired while anyone except the shot-firers are in the mine, and they shall not enter the mine for the purpose of firing until all the men are *out of the mine.*
6. Only enough powder for one day's use will be allowed in the mine at any time.
7. Powder to be kept in proper air-tight powder cans, and the cans must be kept in a close, tight locked box, said box to be at least 300 feet from any working face, and only at points designated by the mine manager or "pit boss."

WILLIAM CAMERON,
Superintendent.

Approved.

R. M. MCDOWELL,
General Manager.

MCALESTER, IND. T., *February 8, 1892.*

These mines give out some "fire damp" or carburetted hydrogen (CH_4). The ventilation is entirely sufficient to dilute and expel this gas, and gas men competent and experienced are employed to examine for this gas every morning, and only one accident has occurred from an explosion of fire damp during my term of office; this accident was caused entirely by the gross negligence and disregard of rules by the person injured. Only a very small and inappreciable amount of black damp or CO_2 is given off by this coal and no accidents have occurred from this cause.

Output, Osage Coal and Mining Company, year ending June 30, 1894.

	Tons.
Mine No. 10	76,529
Mine No. 11	91,068
Mine No. 12	19,357
Drift and strip pits	39,569
Total output	226,523

The above is for nine months' work, the miners having been on strike from April 1 to date.

	Number of persons employed in mine.	Air furnished per minute.	Air per 50 men per minute.
		Cubic feet.	*Cubic feet.*
Mine No. 10	294	32,000	5,440
Mine No. 11	304	31,700	5,200
Mine No. 12	65	25,000	19,200

Total average number of persons employed, 896 (men and boys). Total average wages earned per day, $2.27. The above is exclusive of clerks and officials. Total average wages earned by miners per day, $3.19.

DESCRIPTION OF THE COAL MINES AND DRIFT AND STRIP PITS OPERATED BY THE CHOCTAW COAL AND RAILWAY COMPANY AT ALDERSON, HARTSHORNE, AND WILBURTON.

ALDERSON MINE.

This is a slope mine 1,800 feet in length with 6 lifts, having a capacity of 600 tons per day and employing 300 men.

The men walk in and out of the mine, there being a manway 150 yards distant from the slope and parallel therewith.

The hoisting engines are first-motion double engines with 16 by 30 cylinders and 8-foot drum. A battery of 4 boilers generates steam for the hoisting engines, pumps, fan, etc.

There is one shaft for ventilation in addition to the slope and manway, the ventilating shaft being the upcast, the slope and manway being the downcast.

For ingress and egress the slope and manway 150 yards apart are used and good traveling ways are maintained between these.

The ventilating shaft is fitted with an 18-foot fan of an approved pattern, the quantity of air supplied to the mine being 45,000 feet per minute, or 7,500 feet per 50 men per minute.

There is a metal speaking tube provided as required by law but owing to the long distance it is found not to work well.

Experienced, competent, and sober men are employed in charge of hoisting apparatus, engines, or other machinery.

The air courses are kept in good condition.

This mine is generally in excellent condition, being one of the best in the Territory in this respect.

Mr. Stumbaugh, the superintendent of this mine and who is exceedingly well qualified, uses every care to comply with the law in every respect and to provide for the safety of the men.

HARTSHORNE MINE NO. 1.

The shaft of this mine is 201 feet deep. It has a capacity of 1,100 tons per day, and 425 men are employed.

It has a plane 1,700 feet in length off the main south entry towards the crop and a slope to the dip with 2 lifts.

Safety catches of approved patterns are provided to the cages, which work well and are frequently tested. Cages are self-dumping.

Lower landings of shaft are provided with gates.

Cages are provided with overhead covers for the protection of men.

A metal speaking tube is provided as required by law.

Hoisting engines are first motion double engines, with 16 by 32 cylinders; drum is 8 feet in diameter.

For ventilating the plane 1,700 feet in length is used as the upcast, and there is a division in hoisting shaft used to assist the downcast which is the hoisting shaft.

Ingress and egress is had by the hoisting shaft and the plane above referred to, which are 1,700 feet apart, and good traveling ways are maintained.

Fans used are, for the upcast at plane, a Guibal fan with a capacity of 65,000 feet per minute, and a small 10-foot fan in the division of hoisting shaft noted above to assist the downcast.

The quantity of air actually supplied is 60,000 feet per minute, or 6,800 feet per 50 men per minute.

The thickness of this vein ranges from 3½ to 6 feet, averaging about [illegible] feet.

Special shot firers were put on for a time on north side of mine, b[illegible] on account of this being a very wet mine this is no longer consider[illegible] necessary as there is no danger from coal dust.

The general conditions of this mine are good and all the requiremen[illegible] of the law are fully complied with.

HARTSHORNE MINE NO. 2.

The shaft of this mine is 176 feet deep. It has a capacity of 350 tons per day. One hundred and fifty men are employed and 14 mining machines are used. It has a plane to the crop 1,700 feet in length, with 5 lifts. Safety catches are provided to the cages. These are of approved pattern and work well. Cages are self-dumping.

Lower landings of shaft are provided with gates.

Cages are provided with overhead covers for the protection of men.

A metal speaking tube is provided, as required by law.

Hoisting engines are first motion double engines with 16 by 32 cylinders. Drum is 8 feet in diameter.

The plane above mentioned is used as ventilating shaft, and there is a division in hoisting shaft which is used to assist the downcast.

The hoisting shaft and the plane are used for ingress and égress and good traveling ways are maintained for escape of men.

Ventilation is had by means of a 12-foot fan at plane and a 10-foot fan in the division of hoisting shaft.

The quantity of air supplied is 28,000 feet per minute, or 9,300 cubic feet per 50 men per minute.

Fourteen Harrison compressed-air mining machines are used, being furnished with air by a Norwalk compressor. These machines are found to work satisfactorily, and as they are constantly exhausting fresh air, they add considerably to the amount of pure air in the mine and consequently to the safety of the men.

This mine is a wet mine and there is in consequence no danger from coal dust.

The general condition of this mine is good, all the requirements of the law have been fully complied with, and every precaution necessary for the safety of the men is taken.

A shaft has been sunk at Wilburton by the aforesaid company but is not yet in operation; when completed and operated I will make report.

STRIP PITS OF THE CHOCTAW COAL AND RAILWAY COMPANY.

Alderson strip pits.—Product hauled to railroad and shipped out over the Choctaw Coal and Railway Company's road.

Hartshorne strip pits, John Grady.—Product hauled to above railroad.

Wilburton strip pits.—Product hauled to above railroad.

Mr. Edwin Ludlow, superintendent, and Capt. A. B. Frazier, assistant superintendent of the Choctaw Coal and Railway Company's mines, have always afforded me every facility for inspection, and have readily adopted suggestions looking to the safety of the miners.

Experienced, competent, and sober men are in charge of hoisting apparatus, engine, or other machinery, and in all positions of responsibility.

The requirements of the law have in all of the above company's mines been fully complied with.

ıage of Choctaw Coal and Mining Company, for year ending June 30, 1894.

	Tons.
ı slope mine	116,418
rne mine No. 1	159,874
rne mine No. 2	46,201
d strip pits	11,123
›tal	333,616

average number of men employed, 932.

IPTION OF THE COAL MINES AND STRIP PITS OPERATED BY IE ATOKA COAL AND MINING COMPANY AT LEHIGH, IND. T.

MINE NO. 4.

mine has been recently abandoned, much of the available coal been worked out and much of the remaining coal being contig- › Mine No. 5, with which for a long time there has been a con- ı, and also because of the falling off in the demand for coal.
he time of the abandonment of this mine and during the time of ding the position of inspector the mine was in the following con-

›s were fitted with approved safety catches and overhead covers.
and lower landings of shaft were provided with secure gates.
ting engines were first-motion double Litchfield engines.
ıttery of three boilers supplied steam to hoisting engines, fans, , slope engine, etc.
shaft of this mine was 160 feet deep and was supplied with metal speaking tube.
ldition to the hoisting shaft there was one ventilating shaft to ip" which was used as upcast, the hoisting shaft being used as ıst.
ess and egress was had by No. 5 hoisting shaft, or No. 5½ air ıulage shaft, the distances being much more than the necessary :e required by law.
ventilating shaft was fitted with a 12-foot Crawford & McCrim- n, the quantity of air furnished being 30,000 feet or 8,200 cubic r 50 men per minute.
general condition of this mine was good and the law had been ›mplied with.

MINE NO. 5.

shaft of this mine is 201 feet deep. Cages are supplied with t safety catches and overhead covers.
ines are first motion double engines made by the Keystone Iron- Company, Kansas City, with 12 by 24 cylinders.
'e is a battery of three boilers generating steam for hoisting s, stock-car loader, screening arrangement, and slope engine.
'e are two ventilating shafts in addition to the hoisting shaft, pcasts, one fitted with two 10-foot Crawford & McCrimmon fans, her one being fitted with a 12-foot Crawford & McCrimmon fan. quantity of air supplied to this mine is 50,000 feet, or 8,300 cubic r 50 men per minute.
ess and egress is had by No. 4 hoisting shaft, or No. 5½ air and e shaft, which is provided with stairway; these shafts are dis- om each other more than the distance required by law.
t is supplied with metal speaking tube.

Experienced, competent, and sober men are employed in charge of hoisting apparatus, engines, and other machinery.

Air courses are kept in good condition.

In connection with No. 5 mine No. 5½ air shaft has been used as a haulage shaft and is supplied with a Norwalk steam engine with one boiler, running two friction drums; the system of haulage adopted here is known as the tail-rope system, which has given good results and worked perfectly.

Owing to the restricted demand for coal, none has been mined from No. 5 mine for over a year, only enough men having been retained to keep the entries and haulage ways in repair. It is the company's intention to open up and operate this mine during the coming winter, taking the place of No. 4, which has been recently abandoned.

The general condition of the mine is good, all the requirements of the law having been complied with.

No. 6 Mine.

The shaft of this mine is 240 feet deep. Cages are provided with efficient safety catches and overhead covers.

Gates are supplied to upper and lower landings.

For hoisting the engines are first-motion, double Litchfield engines, with 16 by 30 cylinders and 7-foot drum.

There are 3 boilers generating steam for hoisting engines, slope engine, fan engine, stock-car loader, and engine for screening apparatus.

There are 2 ventilating shafts in addition to the hoisting shaft, one to the rise and one 3,800 feet north, known as No. 6½.

Ingress and egress is had by the hoisting shaft by the first-mentioned ventilating shaft, which is 100 feet from hoisting shaft, and by No. 6½, mentioned above. Both of the ventilating shafts are provided with stairways. The law is complied with as to distance and good traveling ways are maintained.

Metal speaking tube is provided as required.

The first ventilating shaft is provided with a 12-foot Crawford & McCrimmond fan and the second one with a 10-foot C. & E. Cole fan. The quantity of air furnished to this mine is 50,000 feet, or 11,150 cubic feet per 50 men per minute.

Experienced, competent, and sober men are employed in charge of hoisting apparatus, engines, and other machinery and in all positions of responsibility.

The general condition of this mine is excellent, it being probably the best ventilated in the Territory. Each set of entries is supplied with a separate and distinct current of air, from whence it is conducted to the air shaft without being used for ventilation in any other section where operations are carried on. This system is the most approved for ventilating mines and dispenses with the necessity of trapdoors or boys to attend to them, and adds to the safety of the miners. There is a manway parallel with the slope as a traveling way for the men. All the entries of this mine are driven perfectly straight and parallel with each other. All the requirements of the law have been fully complied with.

In connection with this mine, No. 6, a shaft now known as No. 6½, and heretofore referred to, was sunk at my suggestion, as the air shaft previously in use for No. 6 was not the distance required by act of Congress as a means of ingress and egress. The Atoka Coal and Min-

ng Company deserve credit for their promptitude in sinking this shaft and the expedition with which the work was carried on, and in driving the entry to connect with the main north entry of No. 6. The shaft was sunk a distance of 250 feet and an entry driven a distance of 1,675 feet, to connect with No. 6 mine. The work was carried on night and day, and was cut through in three months and ten days. Credit is also due to the mining engineer, Mr. John Evans, who laid off this work, for his accuracy, the two entries being driven from each side and meeting exactly in line. This shaft will not only be used as an air shaft, but it is intended to supply it with an engine running a tail-rope system, which will be used to haul coal from this part of the field to the bottom of No. 3 hoisting shaft.

There is 1 strip pit at Lehigh which produces considerable coal, which is hauled to the Missouri, Kansas and Texas Railroad and shipped to market.

Total tonnage of Atoka Coal and Mining Company	tons..	133,480
Average number of miners working		310
Average wages per day		$3.45
Average number of men of all kinds		435
Average wages per day		$3.22

The vein of coal mined by the Atoka Coal and Mining Company at Lehigh averages about 4 feet in thickness. It is inferior in quality to the McAlester coal, being impregnated with sulphur, and does not sell so readily for domestic or gas purposes.

As it is not so rich in hydrocarbon there is not so much coal dust prevalent, and as the floor of the mines are of a soft nature, absorbing the dust that is made, the chances of explosion from coal dust are very remote.

Carburetted hydrogen, or "fire damp," CH_4, is almost unknown.

"Black damp," carbonic acid gas, CO_2, is given off in large quantities, but the system of ventilation is sufficient to dilute, render harmless, and expel this gas.

Spontaneous fires occurred frequently in the "gob" in No. 4 mine, arising from a mixture of sulphur and fire clay. Various precautions were taken to obviate or reduce the probability of these fires, and close watch was kept to check them when they occurred. This mine is now abandoned.

All of the Atoka Coal and Mining Company's mines are located on one vein, their leases covering an extent of 4 miles north and south and 1½ miles east and west, the coal improving in quality as it proceeds northward, the quality at No. 6 being superior to that at No. 4.

Mr. W. Cameron is superintendent of these mines. He has afforded me every facility for inspections and has taken great pains to see that the act of Congress is fully complied with.

DESCRIPTION OF THE COAL MINES AND STRIP PITS OPERATED BY THE SOUTHWESTERN COAL AND IMPROVEMENT COMPANY, AT COALGATE AND MIDWAY, IND. T.

MINE NO. 3.

Hoisting shaft of this mine is 42 feet deep.

No men are hoisted or lowered.

Hoisting engine, which also hoists coal up slope to foot of shaft, is single hoisting engine with 8 by 16 cylinder.

Ventilation is had by means of plane driven from crop of coal to foot of shaft, a distance of 250 feet.

Ingress and egress of men is by hoisting shaft and by plane mentioned above. Traveling ways are kept in good condition.

Plane which is used as ventilating shaft is fitted with 12-foot fan, and is used as upcast, hoisting shaft being downcast. Quantity of air supplied is 20,000 cubic feet, or 6,666 cubic feet per 50 men per minute.

Metal speaking tube is provided as required by law.

Experienced, competent, and sober men are employed in charge of hoisting apparatus, engines, and other machinery.

Air courses are kept in good condition.

The general condition of the mine is good, and all the appliances required by law are maintained in effective condition.

MINE NO. 4.

Hoisting shaft is 274 feet deep.

Cages are provided with efficient safety catches and overhead covers. Cages are self-dumping.

Hoisting engines are direct-acting, double engines of improved pattern, with 16 by 24 cylinders and 8-feet drums.

Four boilers generate steam for hoisting engines, pumps, fan, etc.

There are 2 shafts for ventilation in addition to the hoisting shaft, which latter is used as the downcast.

There are 3 shafts for ingress and egress, 1 escape shaft being 450 feet distant from the hoisting shaft and fitted up with a stairway, which is kept in good condition.

Air is supplied by a 12-foot fan, the quantity of air supplied being 35,000 feet, or 7,000 cubic feet per 50 men per minute.

Metal speaking tube is provided as required.

Experienced, competent, and sober men are in charge of hoisting apparatus, engines, and other machinery.

The air courses are kept in good condition.

The general condition of the mine is good, and all the requirements of the law are met.

At this mine quite a large fire occurred, originating near the foot of shaft, near the slope engine, on September 27, 1893. The fire proceeded along the air course to air shaft, destroying the fan and fan house. The fire was extinguished in eight days and fan house speedily rebuilt and a larger fan put in. No persons were injured and mine was quickly put in good working order.

MINE NO. 5.

Safety catches are provided to cages which work well.

Cages are fitted with overhead covers for protection of men.

Hoisting engines of sufficient size and approved pattern are used.

Ventilating shaft is in use for upcast.

There are two shafts for ingress and egress of men, one being the ventilating shaft, which is provided with stairway, the shafts being the distance apart provided by law.

Ventilation is had by means of 12-foot fan, and the quantity of air provided is 20,000 cubic feet per minute, or 7,500 cubic feet per 50 men per minute.

Metal speaking tube is provided in accordance with law.

Experienced, competent, and sober men are employed in charge of hoisting apparatus, engines, and all machinery.

The air courses are kept in good condition.

The general condition of the mine is good and all the requirements of the law are complied with.

Coalgate strip pits.—Produce hauled to Missouri, Kansas and Texas Railroad and shipped to market.

Midway strip pits.—Produce hauled to Missouri, Kansas and Texas Railroad and shipped to market.

Mr. Thomas Fleming, general manager of the Southwestern Coal and Improvement Company, has always furnished me every facility for inspection and has done everything possible to comply with the law and provide for the safety of his men.

Shot firers are employed at all of the above company's mines.

Coalgate mine No. 2 has been for some time abandoned.

Mr. Ed. Henderson, superintendent of mines at Coalgate, has also been careful to see that the law is complied with, and that everything possible has been done to assure safety to the men.

Total tonnage for Southwestern Coal and Improvement Company, 261,596 tons; total men, 847.

DESCRIPTION OF THE COAL MINES OF THE KANSAS AND TEXAS COAL COMPANY AT BRYAN AND BRAIDWOOD, ON THE ST. LOUIS AND SAN FRANCISCO RAILROAD.

BRAIDWOOD.

This is a slope mine 700 feet in length driven in upper vein of coal, there being two workable veins separated by 40 feet of strata, the lower vein being 4 feet thick and the upper one 3½ feet thick, the two veins being connected by a tunnel driven from each of the two lifts from the upper to the lower vein. The coal is of a very fine quality, of a rich bituminous character. The dip of the coal is 35°. This coal gives off considerable fire damp.

There is a very fine equipment to this mine, the hoisting apparatus consisting of a double, direct-acting Crawford & McCrimmon engine, with 4 large boilers.

Ventilation is had by a 20-foot fan, which is of full capacity to meet the requirements of the law.

This mine has not been operated since July, 1893.

The escapement shaft is not in compliance with the law, but I am assured that all requirements of the act of Congress will be complied with before the mine is operated.

BRYAN.

The machinery has been moved away from this mine and the mine temporarily abandoned.

CAVANAL.

A drift has been made at this place in a 3½-foot vein of coal but has not been further operated. Coal is of fair quality.

CAVANAL COAL AND MINING COMPANY AT POTEAU, ON ST. LOUIS AND SAN FRANCISCO RAILROAD.

A drift has been made in Cavanal Mountain by the above company about 400 feet above the level of the St. Louis and San Francisco Railroad track, and about 3 miles from Poteau Station. Track is now being completed from main line to the mine. As work has only recently been commenced the appliances and conditions required by law are not yet necessary. I am informed that they will be provided as the work proceeds.

This coal is of a soft, bituminus character, of fair quality. The vein is 4 feet in thickness, with a parting of slate from 3 to 6 inches thick in center of vein. There is some "bony" in this coal.

TEBO COAL AND MINING COMPANY AT SAVANNAH, ON MISSOURI, KANSAS AND TEXAS RAILROAD.

This is a slope mine just being opened, 350 feet long, with one lift.

Engines are geared, double-hoisting engines with one boiler.

There is one ventilating upcast shaft in addition to slope.

For ingress and egress an old slope was used, which is not in compliance with the law. A shaft was commenced at the proper distance and was being sunk at the time the strike occurred, and I am assured that this shaft will be completed as soon as the men return to work, and will be finished as speedily as possible.

There is a 10-foot fan furnishing 25,000 cubic feet of air per minute, or over 25,000 cubic feet of air per 50 men per minute.

The air courses are good and the mine is kept clear of standing gas.

Metal speaking tube is not yet put in, but will be as soon as work is commenced.

The coal is a 4-foot vein, of good bituminous coal with a dip of 60°.

The daily capacity of the mine is 100 tons. Forty men are employed in it. It is a wet mine, giving off very little fire damp. The general conditions are fair.

CHOCTAW COAL AND MINING COMPANY, AT SAVANNAH, ON MISSOURI, KANSAS AND TEXAS RAILROAD.

This is a slope mine with one lift. It has a small hoisting engine.

This mine has not the appliances and conditions required by law. It will not be allowed to operate until the proper escapement and ventilating shafts are supplied and the law generally complied with. The mine is at present in the hands of a receiver and is not working.

There is a 4-foot vein of good bituminous coal with a dip of 60°.

Thomas & Co. have a small strip and drift pit at Savannah, the product being hauled to the Missouri, Kansas and Texas Railroad.

Edwards & Sons have a small slope mine just west of McAlester in process of opening, with a small engine. A stack is used now for ventilation and escapement, but proper shafts and other appliances will be provided as the work proceeds and as quickly as possible.

Coleman has a small slope west of McAlester. Coal is hoisted by horse power; product hauled to Missouri, Kansas and Texas Railroad.

Accidents that occurred in and around the coal mines in the Indian Territory from June 30, 1893, to June 30, 1894.

1893.

July 6. Ed. Elliot, jr., miner, arm broken; fall of coal at Krebs, Osage Coal Company mine No. 11.

July 7. John Fleming (colored), miner, leg broken; fall of roof at Hartshorne, Choctaw Coal and Railway Company mine No. 1.

July 10. John Rohr, signalman, both legs broken; run over by pit car; Coalgate, Southwestern Coal and Improvement Company mine No. 3.

July 14. John Reddington, miner, head severely cut; fall of roof at Hartshorne shaft No. 1.

Aug. 10. Ralph Wixon, trackman, crushed foot; caught between pit car and rib at Coalgate mine No. 4. Foot amputated; died September 16, 1893.

Aug. 12. Oliver Quinn, miner, severely bruised and cut; run over by pit car; Hartshorne mine No. 1.

A. W. Ford, laborer, bruised; caught between pit cars; Hartshorne mine No. 1.

Sept. 21. James Skohan, miner, killed; fall of slate, Hartshorne mine No. 2.
Oct. 7. William Morgan, mule-driver, bruised; run over by pit car, Krebs mine No. 11.
Oct. 21. William Henry, miner, head and face bruised; went back on shot, Hartshorne mine No. 1.
Oct. 19. William Thompson, miner, strained back, etc.; fall of roof, Coalgate mine No. 4.
Oct. 25. Dominic Martinett, miner, fractured jaw, etc.; fall of roof, Hartshorne mine No. 2.
Nov. 15. Anthony Caffro, miner, left leg broken; fall of roof, Hartshorne mine No. 1.
Nov. 27. Ivor Williams and William Lewis, miners, burned; drilling old shot, Krebs mine No. 10.
Dec. 2. George Doyle, laborer, leg broken; fall of rock, Hartshorne mine No. 1.
Dec. 4. R. T. C. Lee, miner, killed; fall of roof, Hartshorne mine No. 2.
Dec. 11. James Bugnie, miner, bruised; fall of coal. Coalgate mine No. 4.
Dec. 11. Serafino Marzoni, miner, leg broken; fall of roof, Krebs mine No. 11.
Dec. 4. W. G. Fisher, shot-firer, killed; explosion of dynamite at Williamson Strip pit, Lehigh.
Dec. 12. Theodore Steinsieppe, miner, leg broken; Michael Gorman, miner, legs broken; William McAlpine, miner, leg broken; John Stephenson, miner, legs broken; John Thieri, miner, legs broken; Clement Morgan, miner, legs broken; at Krebs mine No. 10. These six men were descending in the cage to work, when the engineer lost control of the engine, the fulcrum pin coming out of reverse lever, the cage striking the bottom violently.
Dec. 19. John Georgi, miner, badly crushed; fall of coal at Lehigh mine No. 4; died from injuries December 21, 1893.
Dec. 22. Martin Stankieveich, miner, severely burned; gas explosion, Krebs mine No. 11; died December 25.

1894.

Jan. 10. John McNeil, miner, leg broken; fall of coal, Coalgate Mine No. 4.
Jan. 20. John Bablis, miner, fatally burned; gas explosion, Alderson Slope mine.
Jan. 21. James England, miner, ankles broken and bruised; run over by pit cars, Hartshorne mine No. 1.
Feb. 1. Ben Rich, miner, leg broken; fall of roof, Hartshorne mine No. 1.
Feb. 5. Manley Madden, miner, dislocated ankle; fall of coal, Lehigh mine No. 4.
Feb. 10. John S. Smith, shot-firer, burned; gas explosion, Krebs mine No. 11.
Feb. 19. Jerome Pead, yard foreman, badly burned; powder explosion, Krebs mine No. 11; died March 14.
Mar. 24. William Zivel, shot-firer, killed; fall of roof, Hartshorne mine No. 1.
Apr. 4. Joe Gough and Thomas Locke, miners, severely burned; powder explosion, Hartshorne mine No. 1; Locke died April 25, 1894.
Apr. 11. John Orth, miner, fatally crushed; fall of slate, Alderson Slope mine; died same day.
Apr. 16. Henry Sanders (colored), runner, leg bone splintered; caught between pit cars, Hartshorne mine No. 1.
Apr. 30. John Bernard, miner, rupture of urethra; fall of roof, Gowen mine No. 2.
May 18. Jack Boling, outside laborer, leg broken; railroad car door fell on his leg, Gowen mine No. 2.
June 18. J. T. Munson, miner, leg broken, back bruised; fall of slate, Alderson Slope; died June 21, 1894; blood-poisoning.

Fatal accidents, 12; injuries, 29; total, 41.

RÉSUMÉ OF ACCIDENTS.

Fall of roof	13
Fall of coal	6
Run over by pit car	4
Caught between pit cars	2
Caught between pit car and rib	1
Went back on shot	1
Drilling old shot	1
Explosion of dynamite	1
Gas explosion	3
Powder explosion	2
By fulcrum pin coming out of reverse lever of engine	6
By railroad car door falling	1
Total	41

It will be noted that a large percentage of accidents occur by falls of roof or of coal. Most of these occur through the negligence and disregard of rules by the miners. It is impossible to get many of these men to take ordinary care in propping the roofs. Every facility is afforded the men at all the mines to obtain sufficient timber, but they recklessly neglect, in many instances, to properly support the roofs. In my visits to the mines I invariably notice instances of this recklessness, and endeavor to induce the men to use more care. If the cases in which the accidents were caused by the sufferers' own negligence were taken from the above list the number of accidents would be extremely small. In the case of the 6 men injured on December 12, 1893, at Krebs mine, No. 10, I regard that as an unavoidable accident. I am pleased to be able to report that no accidents have occurred during the current year that could be traced as being caused by a neglect to comply with the laws on the part of the mine-owners or their agents.

HISTORY OF THE STRIKE.

In the early part of March, 1894, the mine-owners of the Indian Territory, claiming that they were driven out of the market, which they had long previously controlled, by coal from Alabama, Colorado, New Mexico, etc., and that their mines were compelled to lay idle for many days per month, some of the said mines having put out no coal for nearly a year, resolved to offer to their employés a lowered scale of wages, to take effect April 1, 1894.

The mine-owners further claimed that while miners' wages had been steadily reduced at other points, that no reduction had been made in miners' wages in the Indian Territory for over fourteen years; that the new prices offered were still, all things considered, as high or higher than any wages paid for the same kind of work anywhere in the United States; that if the proposed prices were accepted by the miners, they could recover their lost markets in Texas and elsewhere, and that the miners would themselves be benefited by the increased number of days they would be able to work. On the other hand, the miners claimed that they were unable to subsist at the wages offered.

On March 21 some of the superintendents of mines met, at Lehigh, Ind. T., a committee of men representing the miners at the principal camps in the Territory, and the situation was fully discussed. At the time of this meeting the Choctaw Coal and Railway Company had commenced running their mines, under an agreement with their men, at the reduced scale. The aforesaid committee reported to the various camps, mass meetings were held, and the men generally refused to accept the proposed reductions. On the 21st of April a national strike was inaugurated, and since that time up to the present writing the miners, with the exception of those employed by the Choctaw Coal and Railway Company, have been on strike, and at this writing the mines are still idle.

The Choctaw Coal and Railway Company, as it has been stated, put the reduced scale in force prior to the 1st of April, and at the commencement retained most of their old miners, but as the strike progressed many of these were induced to quit work and their places were filled with colored miners brought in by the company, and the mines have run continuously, putting out large quantities of coal.

The Choctaw Nation, having been deprived of a large revenue arising from the royalty on coal, timber, etc., as well as the sums for permits for the men, applied to the mine owners for payment for permits for

the men now idle, and on the refusal of the mine owners to pay for men not working for them, made application for troops to eject these men. A number of men have been ejected from Alderson and Hartshorne, and it is anticipated that other ejections will be made.

An attempt was made during May, by the Atoka Coal and Mining Company, to operate their strip pits at Lehigh, when their men were driven away by a large number of men and women and the pits were for the time abandoned; but recently a body of United States troops, consisting of two of the companies applied for by the Choctaw authorities, have been encamped at Lehigh, and the company is now operating its strip pits at that place.

The Osage Coal and Mining Company made several ineffectual attempts to start up their strip pits at Krebs. A company of soldiers is now encamped at Krebs, and the men at all of their strip pits have gone to work, and the company now hopes to be able to continue work unmolested.

None of the coal mines, however, have yet started up.

I believe the indications are that there will be a speedy settlement and work will be soon resumed. The effects of this prolonged strike are disastrous to all concerned.

I append hereto the scale of prices previously paid and the proposed prices.

Scale of wages paid to miners, etc., in the Indian Territory prior to April 1, 1894, and scale proposed by mine owners after April 1.

	Old price.	New price.
For Alderson, Lehigh, Hartshorne, and Coalgate, screened coal.....per ton..	$0.94	$0.75
For Krebs, screened coal.....do....	1.02	.80
For all points:		
Mine run.....do....	.81	.60
Entries.....per yard..	2.50	2.00
Air courses.....do....	2.00	1.60
Room turning.....each..	6.00	5.00
Room headings, or break throughs.....per yard..	2.00	1.60
Shot-firers.....per day..	2.75	2.75
Timberman, etc.....do....	2.50	2.25
Drivers and laborers.....do....	2.35	2.10
Top hands.....do....	2.00	1.80
Laborers, above ground.....do....	1.75	1.60
Weighman.....per month..	70.00	65.00
Boss timbermen and boss drivers.....per day..	2.60	2.35
Firemen.....do....	2.00	1.80

Old and new prices based on ton of 2,000 pounds.

Total tonnage of all mines in Indian Territory.

	Tons.
Osage Coal and Mining Company.....	*226,523
Choctaw Coal and Railway Company.....	333,616
Atoka Coal and Mining Company.....	*133,480
Southwestern Coal and Improvement Company.....	*261,596
Tebo Coal and Mining Company.....	*3,600
Choctaw Coal and Mining Company.....	*2,500
Sundry small slopes and strip pits (estimated).....	5,000
Total.....	966,315

*Nine months' output only, owing to strike.

Total number of men employed at all mines.

Osage Coal and Mining Company	8
Choctaw Coal and Railway Company	9
Atoka Coal and Mining Company	4
Southwestern Coal and Improvement Company	8
Choctaw Coal and Mining Company	
Tebo Coal and Mining Company	
Sundry small slopes and strip pits (estimated)	1
Total	3,

Full details in regard to accidents, shot-firers, and other matters ha been furnished from time to time in my monthly reports. Plats of t various underground workings have also been sent to the Departme If it is desired to publish this report, these details can be obtained fr the monthly reports, or I shall be pleased to furnish these details required.

L. W. BRYAN,
Mine Inspector for Indian Territory

SOUTH MCALESTER, IND. T., *June 30, 1894.*

REPORT OF THE INSPECTOR OF COAL MINES OF UTAH.

SALT LAKE CITY, UTAH, *December, 1894.*

HONORABLE SIRS: In submitting this my first annual report, I find it necessary to state that my research has been limited, owing to the fact that I only began service August 16, 1894, leaving only a limited time to do the work devolved upon me, and to collect in a general way such information as I deem prudent to be contained herein, my predecessor claiming he would himself make the report to the Department for 1894, and therefore kept his notes of the year's work save sixteen days, the labors of which I herewith submit as my annual report.

All the coal mines in the Territory coming within the jurisdiction of the inspector have been visited, and it is with pleasure I am enabled to say the laws relative to the same are being complied with. In some of the larger mines the letter of the law is fulfilled, but it is the judgment of the inspector the spirit of the law is not. As to this, the opinion of the Attorney-General will be asked and recommendations made according to his decision.

My predecessor found it necessary to find a true bill against the lessee of the Williams mine on account of no speaking tube being in place and the escape way not in accordance with the law. The law having been complied with prior to the date of my appointment and the lessee (Williams) having died after the finding of the grand jury, I felt it my duty to ask that the true bill be dismissed without prejudice to the property. Owing to the mild weather the demand for coal has been curtailed to the extent that mine owners are not very willing to give me the figures representing the product of each mine. I can not, therefore, render a correct statement of the output of coal for the year, and I deem it best to leave the matter out entirely.

At Castle Gate and all the mines I find the air good and practically safe for miners to work, the machinery for hoisting and ventilating in good condition. I find further that the greatest danger to miners' limbs and lives is imperfect roofs, falling rocks from the roofs being the cause of a large percentage of broken limbs and loss of life. The timbering of the several mines is well looked after, and the size and quality of timbers used fully up to the standard.

ACCIDENTS.

October 6, 1894, William Demond, a miner, 17 years of age, was injured in the Castle Gate mine by a rock falling from the roof, from which injury he died shortly after.

I herewith hand a carefully compiled map of Utah, showing the mineral deposits of the Territory, also mineral deposits of the Uintah Reservation, which I trust may be of service to all concerned. I would suggest its being made a part of this report, also the mining laws of the United States.

As the last report of the coal-mine inspector treated in a general way of the general condition of the mines, I deem it not necessary to treat further upon the subject than to state the same recommendations yet hold good, and the lapse of time warrants neither alteration nor addition at this time.

Very respectfully submitted by your obedient servant,

J. B. RAWLINGS,
U. S. Coal-Mine Inspector for Utah.

The SECRETARY OF THE INTERIOR.
The GOVERNOR OF UTAH.

FEDERAL LAWS RELATING TO COAL MINES.

An act of Congress of March 3, 1891, entitled "An act for the protection of the lives of miners in the Territories."

SECTION 1. That in each organized and unorganized Territory of the United States wherein are located coal mines, the aggregate annual output of which shall be in excess of one thousand tons per annum, the President shall appoint a mine inspector, who shall hold office until his successor is appointed and qualified. Such inspector shall, before entering upon the discharge of his duties, give bond to the United States in the sum of two thousand dollars, conditioned for the faithful discharge of his duties.

SEC. 2. That no person shall be eligible for appointment as mine inspector under section one of this act who is not either a practical miner or mining engineer, and who has not been a resident for at least six months in the Territory for which he shall be appointed; and no person who shall act as land agent, manager, or agent of any mine, or as a mining engineer, or be interested in operating any mine in such Territory shall be at the same time an inspector under the provisions of this act.

SEC. 3. That it shall be the duty of the mine inspector provided for in this act to make careful and thorough inspection of each coal mine operated in such Territory, and to report at least annually upon the condition of each coal mine in said Territory with reference to the appliances for the safety of the miners, the number of air or ventilating shafts, the number of shafts or slopes for ingress or egress, the character and condition of the machinery for ventilating such mines, and the quantity of air supplied to same. Such reports shall be made to the Governor of the Territory in which such mines are located, and a duplicate thereof forwarded to the Secretary of the Interior, and in the case of an unorganized Territory directly to the Secretary of the Interior.

SEC. 4. That in case the said mine inspector shall report that any coal mine is not properly constructed or not furnished with reasonable and proper machinery and appliances for the safety of the miners and other employés, it shall be the duty of the Governor of such organized Territory, it shall be the duty of the Secretary of the Interior to give notice to the owners or managers of said coal mine that the said mine is unsafe, and notifying them in what particular the same is unsafe, and requiring them to furnish or provide such additional machinery, slopes, entries, means of escape, ventilation, or other appliances necessary to the safety of the miners and other employés within a period to be in said notice named, and if the same be not furnished as required in said notice shall be unlawful after the time fixed in such notice for the said owners or managers to operate said mine.

SEC. 5. That all coal mines in the Territories of the United States, the owners or managers shall provide at least two shafts, slopes, or other outlets separated by natural strata of not less than one hundred and fifty feet in breadth, by which shafts, slopes, or outlets, distinct means of ingress or egress shall always be available to the persons employed in said mine. And in case of the failure of any coal mine to be so provided, it shall be the duty of the mine inspector to make report of such fact, and thereupon notice shall issue, as provided in section four of this act, and with same force and effect.

SEC. 6. That the owner or manager of every coal mine at a depth of one hundred feet or more shall provide an adequate amount of ventilation of not less than fifty-five cubic feet of pure air per second, or thirty-three hundred cubic feet per minute, for every fifty men at work in said mine, and in like proportion for a greater number, which air shall by proper appliances or machinery be forced through such mine to the face of each and every working place, so as to dilute and render harmless and expel therefrom the noxious or poisonous gases; and all workings shall be kept clear of standing gas.

SEC. 7. That any mine owner or manager who shall continue to operate a mine after failure to comply with the requirements of this act and after the expiration of the period named in the notice provided for in section four of this act, shall be deemed guilty of a misdemeanor, and shall be fined not to exceed five hundred dollars.

SEC. 8. That in no case shall a furnace shaft be used or for the purpose of this act be deemed an escape shaft.

SEC. 9. That escape shafts shall be constructed in compliance with the requirements of this act within six months of the date of the passage hereof, unless the time shall be extended by the mine inspector, and in no case shall said time be extended to exceed one year from the passage of this act.

SEC. 10. That a metal speaking tube from the top to the bottom of the shaft or slope shall be provided in all cases, so that conversation may be carried on through the same.

SEC. 11. That an approved safety catch shall be provided and sufficient cover overhead on every carriage used in lowering or hoisting persons. And the mine inspectors shall examine and pass upon the adequacy and safety of all such hoisting apparatus.

SEC. 12. That no child under twelve years of age shall be employed in the underground workings of any mine. And no father or other person shall misrepresent the age of anybody so employed. Any person guilty of violating the provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not to exceed one hundred dollars.

SEC. 13. That only experienced and competent and sober men shall be placed in charge of hoisting apparatus or engines. And the maximum number of persons who may ascend or descend upon any cage or hoisting apparatus shall be determined by the mine inspector.

SEC. 14. That it shall be lawful for any inspector to enter and inspect any coal mine in his district and the work and machinery belonging thereto at all reasonable times, but so as not to impede or obstruct the workings of the mine; and to make inquiry into the state of the mine, works, and machinery, and the ventilation and mode of lighting the same, and into all matters and things connected with or relating to the safety of the persons employed in or about the same, and especially to make inquiry whether the provisions of this act are complied with; and the owner or agent is hereby required to furnish means necessary for such entry, inspection, examination, and inquiry, of which the said inspector shall make an entry in the record of his office, noting the time and material circumstances of the inspection.

SEC. 15. That in all cases of fatal accident a full report thereof shall be made by the mine owner or manager to the mine inspector, said report to be in writing and made within ten days after such death shall have occurred.

SEC. 16. That as a cumulative remedy, in case of the failure of any owner or manager of any mine to comply with the requirements contained in the notice of the governor of such Territory or the Secretary of the Interior, given in pursuance of this act, any court of competent jurisdiction, or the judge of such court in vacation, may, on the application of the mine inspector, in the name of the United States, and supported by the recommendation of the Governor of said Territory, or of the Secretary of the Interior, issue an injunction restraining the further operation of such mine until such requirements are complied with, and in order to obtain such injunction no bond shall be required.

SEC. 17. That wherever the terms "owner or manager" is used in this act the same shall include lessees or other persons controlling the operation of any mine. And in case of the violations of this act by any corporation the managing officers and superintendents, and other managing agents of such corporation, shall be personally liable and shall be punished as provided in the act for owners and managers.

SEC. 18. That the mine inspectors provided for in this act shall each receive a salary of two thousand per annum, and their actual traveling expenses when engaged in their duties.

SEC. 19. That whenever any organized Territory shall make or has made provision by law for the safe operation of mines within such Territory, and the Governor of such Territory shall certify said fact with a copy of the said law to the Secretary of the Interior, then and thereafter the provisions of this act shall no longer be enforced in such organized Territory, but in lieu thereof the statute of such Territory shall be operative in lieu of this act.

Approved March 3, 1891 (26 Stats., 1104).

TERRITORIAL LAWS RELATING TO COAL MINES.

AN ACT providing for escapement shafts in coal mines operated within the Territory of Utah.

SECTION 1. In all coal mines which are now, or which may hereafter be operated in the Territory of Utah, and which are now, or which may be hereafter, operated through a shaft, slope, or tunnel, and in which more than ten men are or may be

employed in each twenty-four hours, there shall be made an escapement shaft, or tunnel, for the purpose of securing the speedy and safe egress of the workn case of danger, or ingress when desired. An opening in a continuous mine h such means of egress shall be deemed such escapement shaft, slope, or tun the purpose of this act. Whenever two or more veins of coal are or shall be w in any mine, the escapement herein provided for shall be made between so m them as are worked, and in the manner and time designated by the inspe mines. Whenever the escapement is or shall be through a continuous mine, th owners or lessees of such mines shall make and keep open an escapement wa least four feet high by six feet wide each within his own mine. Any failure t ply with the provisions of this act shall subject the offenders to the penalty provided. After six months from the passage of this act it shall be unlaw the owner, agent, or operator of any mine now in operation to employ mor ten persons in any mine operated by shaft, slope, or tunnel until there is an e ment way, unless the time shall be extended, when absolutely necessary, by th inspector appointed by law. But in no case shall the time be extended to exce year from the passage of this act.

SEC. 2. In every mine operated after the passage of this act and after twelv sand square yards have been mined out, it shall be unlawful for the owner, ag operator to employ more than ten persons at work in said mine on each shift there are two distinct outlets.

SEC. 3. The term owner used in this act shall mean the immediate prop lessee, or occupant of any mine or part thereof, and the term agent shall mea person having on behalf of the owner the care or management of any mine part thereof.

SEC. 4. Any person or persons who shall violate any of the provisions of t shall, upon conviction, be punished by a fine of not more than one thousand d or by imprisonment in the penitentiary for not more than one year, or by bot fine and imprisonment, for each and every offense.

Approved, March 10, 1892.

AN ACT to provide for the safety of workmen employed in coal mines.

SECTION 1. The owner, agent, or operator of any coal mine operated with Territory of Utah shall keep a sufficient supply of timber on hand, to be u props and cap pieces, so that the workmen employed therein may at all times h to properly secure said workings from caving in, and it shall be the duty o owner, agent, or operator to send down in the mine all such props and cap and place them not more than three hundred feet from the face of such worki

SEC. 2. The violation of any of the provisions of this act shall be punishe fine of not more than one thousand dollars, or by imprisonment in the penite for a term not exceeding one year, or by both such fine and imprisonment.

Approved, March 10, 1892.

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REPORT

OF THE

PRESIDENT OF HOWARD UNIVERSITY.

HOWARD UNIVERSITY,
Washington, D. C., July 1, 1894.

DEAR SIR: I beg leave to submit the following report of the work of Howard University for the year ending June 30, 1894. As a part of my report, you will please regard the accompanying catalogue for 1893–94, as also the treasurer's report for the same period.

The year has been one of unexampled prosperity, 617 having been in attendance, and not a single case of discipline having been reported to the united faculty. The trustees have added a department of music, so that now the different departments number eight, as follows: Theological, wholly supported by the American Missionary Association, with 45 pupils in attendance and 5 graduates; medical, with 235 in attendance and 50 graduates, including also a training school for nurses, with 75 in attendance; law, with 48 in attendance, 14 graduates and 5 post-graduates; college, with 30 in attendance and 5 graduates; preparatory, with 90 in attendance and 22 graduates; normal, with 169 in attendance and 12 graduates; musical, with 165 in attendance; industrial, in which instruction was given to 45 in printing; 10 in bookbinding; 23 in tinwork; 140 in drawing; 52 in sewing, and to 44 in carpentry. The work of the university is largely a work of benevolence, the support of no professor or teacher being drawn wholly from the Government, the board of the students being furnished at $8 per month and room rent at $15 a year; all students of an advanced grade being aided by the university as their necessities may require, and, with the exception of the law and medical departments, no tuition being charged in any department.

During the last year, from the amount granted by Congress, $23,500 has been expended in the payment of the salaries of the officers, professors, teachers, and other regular employés of the university; $3,000 for tools, materials, wages of instructors, and other necessary expenses of the industrial department; $300 for library books, book-cases, shelving, and fixtures; $500 for material and apparatus for chemical, physical, natural history, and laboratory work; $1,000 for repairs of buildings, and $500 for improvement of grounds; making a total of $28,800.

The advance of the work in the preparatory department, the number having gone up from 60 to 90, requires an additional teacher the coming year at a salary of $1,000; the large number of our buildings needing

constant repairs, to an amount never less than $3,000 annually and sometimes $5,000, compels us to ask the sum of $4,000 for this purpose. If this amount is expended the present year it will save some of the structures from serious injury. Little by little, as Congress has annually given us help, we have been putting the grounds and fences of the university into better shape. Just at this time a decayed board fence on the north and an imperfect wire one on the east, and a dying hedge on the west, compel the trustees to ask the sum of $2,000 to be expended in fencing, so far as it will go. This will be $1,500 in addition to the sum granted us last year for the improvement of grounds. I am happy to inform the honorable Secretary that the new library building, for the erection of which assistance was last year asked and partly promised by the Secretary, has now been virtually provided for, and that the trustees have arranged for its immediate erection without such assistance. It would be a great favor to us, however, if the Government would appropriate $1,000 for shelving and fixtures, in addition to the usual appropriation for books. This new structure brings the books down from the third story and into quarters virtually fireproof.

The trustees feeling the importance of proper physical training, as it relates to health and success in study, wish to erect a modest gymnasium building, at a cost not to exceed $7,500. Plans and estimates for such a building have been submitted by Mr. A. P. Clark, jr., who is ready to lay them before the Secretary for his approval. As the Secretary himself is a practical and experienced educator, the trustees feel that they need not press this subject upon his attention, and they respectfully request him to recommend to Congress an appropriation of $7,500 for this purpose.

Our last year's estimate was $29,500. This includes $800 for the law department not granted us. This we really need. Adding the salary of a new teacher in the preparatory department, $1,000, $2,500 additional for repairs, $1,500 additional for improvment of grounds, including fencing, $1,000 additional for fixtures in the new library, and $7,500 for a gymnasium, the sum needed for our best development and progress is $43,800.

The appropriation bill requires the proper officers of the university to report how the appropriation is expended, and in compliance with this requirement I have the honor to add the following:

The president of the university, who receives $4,000 per year, with the use of a house, was paid from the appropriation	$2,800.00
The secretary, treasurer, and business manager, whose annual salary is $2,000, was paid from the appropriation	1,600.00
Six professors in the college, preparatory, and normal departments, whose annual salaries are $1,500 each, with the use of houses, were paid from the appropriation each $1,350	8,100.00
One professor, whose annual salary is $1,200, with the use of rooms for living purposes, was paid from the appropriation	1,080.00
One professor, whose annual salary is $1,000, was paid from the appropriation	800.00
Two lady teachers, who receive $800 a year each, were paid from the appropriation respectively $720	1,440.00
One lady teacher, who receives $900 annually, was paid from the appropriation	810.00
One lady teacher, who receives $1,000 per annum, was paid from the appropriation	800.00
One lady teacher, who receives $600 per annum, was paid from the appropriation	510.00
One teacher, who is paid $700 per annum, received from the appropriation	630.00
One teacher, whose annual salary is $600, was paid from the appropriation	540.00
Two teachers and one librarian, who receive $500 per annnm, were paid from the appropriation an aggregate of	650.00

One matron, who receives $600 per year, was paid from the appropriation	$540.00
Two professors in the law department were paid from the appropriation $1,000 each	2,000.00
Two professors in the law department were paid from the appropriation, respectively, $800 and $400	1,200.00
Total for salaries	23,500.00

The sum of $3,000, appropriated for the industrial department, or manual training school, was used as follows:

For wages of instructors	$2,450.74
For janitor and fireman	135.00
For supplies for carpenter shop, hardware, and tin shop	251.00
For supplies for printing office	163.26
Total for industrial department	3,000.00

The appropriation of $1,000 for the repair of buildings, in connection with $1,798.35 from other sources, was used in the repairing of the buildings of the university.

The sum of $500 appropriated for the improvement of grounds, was used in the construction of a substantial fence on the South end and part of the east side of the campus.

The sum of $300 appropriated for library books, was used for the purpose indicated, as was also the $500 appropriated for chemicals, apparatus, etc., for the laboratories of the university.

Very respectfully,

J. E. RANKIN,
President.

Hon. HOKE SMITH,
Secretary of the Interior.

Treasurer's statement of receipts and disbursements from July 1, 1893, to June 30, 1894, pertaining to current expenses.

RECEIPTS.

Balance on hand July 1, 1893	$5.93
From United States:	
For salaries	23,500.00
For industrial department	3,000.00
For chemical apparatus	500.00
For library books	300.00
For repairs	1,000.00
For grounds	500.00
From rents	5,183.22
From income from invested funds	8,943.53
From American Missionary Association (including Stone endowment) for theological department	4,525.00
From donations for furniture for theological students	89.00
From room rents	1,202.00
From miscellaneous sources, including $600 from permanent funds for the purchase of furniture, and $480.97 from insurance company for repairs on house No. 2222 Sixth street	1,440.15
From industrial department, proceeds of shops	270.10
From medical department, income and tuition, including $132 interest on Stevens fund	8,567.00
From law department tuition	1,540.00
	60,565.93

EXPENSES.

Paid officers, professors, and instructors of the academic departments		$24,82
Paid industrial department expenses		3,25
Paid for chemical apparatus		50
Paid for library books		30
Paid for repairs of buildings (including $480.97 paid by insurance company)		3,12
Paid for improvement and care of grounds		90
Paid for fuel and gas		1,26
Paid janitors, firemen, and watchmen		1,77
Paid insurance		85
Paid medical department professors	$7,458.50	
Paid incidentals, fuel, and other expenses of department	2,008.50	
		9,46
Paid law department professors:		
From law tuition	1,133.00	
From United States appropriation	3,200.00	
From part of interest on $15,000	255.00	
Paid law department incidentals, fuel, and other expenses of department from tuition	407.00	
		4,99
Paid theological department professors		4,52
Paid interest on $20,000 transferred to aid fund		1,20
Paid balance of interest on $15,000 transferred to general endowment to reimburse it for advance to law department building fund in 1892		64
Paid miscellaneous expenses, including telephone service, stationery, diplomas, advertising, prizes for theological students, $600 for furniture, labor, and other expenses of a general character not pertaining to any of the foregoing items		2,8
Balance on hand June 30, 1894		1
Total		60,5

UMBIA INSTITUTION FOR THE DEAF AND DUMB.

OFFICERS OF THE INSTITUTION.

—GROVER CLEVELAND, President of nited States.
it.—EDWARD MINER GALLAUDET, ., LL.D.
y.—JOHN B. WIGHT, Esq.
er.—LEWIS J. DAVIS, Esq.

Directors.—HON. WILLIAM F. VILAS, Senator from Wis.; HON. WILLIAM L. WILSON, M. C. from W. Va.; HON. NELSON DINGLEY, JR., M. C. from Me., representing the Congress of the United States. HON. HENRY L. DAWES, of Mass.; HON. JOSEPH R. HAWLEY, of Conn.; REV. BYRON SUNDERLAND, D. D.; HON. JOHN W. FOSTER; HON. J. RANDOLPH TUCKER; LEWIS J. DAVIS, Esq.

FACULTY OF GALLAUDET COLLEGE.

it and Professor of Moral and Political e.—EDWARD M. GALLAUDET, Ph. D.,

sident and Professor of History and Lan-
r.—EDWARD A. FAY, M. A., Ph. D.
s Professor of Mental Science and English ogy.—SAMUEL PORTER, M. A.
r of Natural Science.—REV. JOHN W. KERING. M. A.
r of Mathematics and Chemistry.—JO- C. GORDON, M. A., Ph. D.

Professor of History and English.—J. BURTON HOTCHKISS, M. A.
Professor of Mathematics and Latin.—AMOS G. DRAPER, M. A.
Instructor in Mathematics.—CHARLES R. ELY, M. A.
Instructor in Gymnastics.—ALBERT F. ADAMS, B. A.
Instructor in Drawing.—ARTHUR D. BRYANT, B. Ph.

DEPARTMENT OF ARTICULATION.

Professor in charge.—JOSEPH C. GORDON, M. A., Ph. D.

ASSISTANTS.

Fellows.—WESLEY O. CONNOR, B. S. E. Georgia School of Technology; R E. STAUFFER, A. B., Lafayette e; HERBERT E. DAY, Ph. B., Brown rsity; JOSIAH DEARBORN, A. B., rsity of Michigan; CARL E. BOYD, University of Michigan.

Instructors.—MARY T. G. GORDON, KATE H. FISH, CHARLES R. ELY, M. A., EMMA POPE.

FACULTY OF THE KENDALL SCHOOL.

t.—EDWARD M. GALLAUDET, Ph. L. D.
ors.—JAMES DENISON, M. A., Princi- ELVILLE BALLARD, M. S.; THEO- A. KIESEL, B. Ph.; SARAH H. POR-

Instructors in Articulation.—MARY T. G. GORDON, KATE H. FISH.
Instructor in Drawing.—ARTHUR D. BRYANT, B. Ph.

DOMESTIC DEPARTMENT.

or and Disbursing Agent.—WALLACE WLER.
g Physician.—D. K. SHUTE, M. D.
ng Physician.—N. S. LINCOLN, M. D.
—MISS ELLEN GORDON.

Associate Matron.—MISS SARAH D. GIBSON, B. S.
Master of Shop.—ISAAC ALLISON.
Farmer and Head Gardener.—EDWARD MANGUM.

THIRTY-SEVENTH ANNUAL REPORT

OF THE

COLUMBIA INSTITUTION FOR THE DEAF AND DUMB.

COLUMBIA INSTITUTION FOR THE DEAF AND DUMB,
Kendall Green, Washington, D. C., October 13, 1894.

The pupils remaining in the institution the 1st of July, 1893, numbered 92; admitted during the year, 27; since admitted, 34; total, 153. Under instruction since July 1, 1893, 93 males; females, 60. Of these 93 have been in the college department, representing twenty-six States, the District of Columbia, and Canada, and 60 in the primary department. A list of the names of the pupils connected with the institution since July 1, 1893, will be found appended to this report.

HEALTH.

No serious cases of illness have occurred among the pupils during the year. Excellent health has been the rule, exceptions to which have been slight.

COURSE OF INSTRUCTION AND LECTURES.

No essential change has taken place in the general course of instruction since 1887, when in our thirtieth report a detailed statement of the branches taught in both school and college was published. During the year special lectures have been given as follows:

IN THE COLLEGE.

The Parliament of Man, by President Gallaudet.
Arena Gladiatoria, by Professor Draper.
The Character and Deeds of Capt. John Smith, by Professor Hotchkiss.
The Acquisition of Language, by Professor Fay.
The Weather, by Professor Chickering.
Electricity, by Mr. Ely.

IN THE KENDALL SCHOOL.

Peter the Great, by Mr. Denison.
The United States Navy, by Mr. Ballard.
Travels in Switzerland, by Mr. Kiesel.
A Rescue from Indian Captivity, by Mr. Bryant.
Running Away to Sea, by Mr. Sheridan.
A Story of Two Sailors, by Mr. Kershner.
The Childhood of the World, by Mr. Divine.
Daniel Boone, by Mr. Ryan.

DEATH OF DR. JAMES C. WELLING.

The institution has recently sustained a heavy loss through the death of Dr. James C. Welling, for seven years a member of the board of directors, and for a much longer period a cordial and helpful friend.

Himself an eminent educator in his successive offices, as editor, professor, and college president, Dr. Welling was qualified in an eminent degree to render valuable service at the council board of the institution.

Of a naturally conservative disposition, he was quick to see the advantages, if any there were, in a scheme for progress, and always ready to support a new departure if it could be shown to possess undoubted merit.

His frequent presence and words of cheer at our public anniversaries, as representing sister institutions of learning, were encouraging and inspiring. He will be missed and mourned in all departments of the institution as long as any shall remain who have enjoyed the great pleasure of counting him as a friend.

DEATH OF ALMON BRYANT.

The institution has been called to mourn the death of another officer who had rendered it long and faithful service. Mr. Almon Bryant, who for more than twenty-five years had been at the head of our mechanical and industrial department, died in July last after a short illness. Mr. Bryant had under his direction during all these years the many boys of our Kendall School who have been taught cabinetmaking and carpentry. In addition to this duty, he superintended all the repairs of our building, effecting many of them with his own hands. He bore an important part in the construction of several of the buildings, his services on several occasions enabling us to save the expense of a supervising architect. The record of his long connection with the institution is that of a man absolutely faithful in the discharge of every duty devolved upon him, and of conscientious devotion to the interests of the institution, often to his own detriment. His amiability and real kindness of heart, coupled with an unfailing readiness to "lend a hand," won for him the sincere regard of all with whom he came in contact. The position made vacant by Mr. Bryant's death has been filled by the appointment of Mr. Isaac Allison, of Washington, D. C., a young man very highly recommended, and who gives good promise of success.

CHANGES IN THE CORPS OF OFFICERS.

The only other change in the corps of officers is the engagement for a year of the services of Miss Emma Pope, of Frederick, Md., as an instructor in the Kendall School.

The assistance of an additional teacher was made necessary, mainly, by the admission as a pupil from the District of Columbia of a girl, who, in addition to the disability of deafness, labors under a serious impairment of sight, which makes it impossible for her to read ordinary books, without such a strain on the power of vision she has, as would be almost certain to destroy the sight. Under these conditions it seemed as much a work of necessity as of mercy to furnish a special teacher to this pupil. There is reason to hope that her eyes, with very careful usage and treatment, may become strong enough, after a year or two, to allow of her being taught in our usual manner in a class with other pupils.

PUBLIC EXERCISES OF PRESENTATION DAY.

The annual public exercises of the college took place on the second day of May, and were presided over by the Honorable Hoke Smith Secretary of the Interior.

The Reverend Edward B. Bagby, Chaplain of the House of Representatives, offered prayer, and the essays of the graduating class were as follows:

Oration.—Fairy Mythology, Lily Amabel Bicksler, Pennsylvania.
Dissertations.—The Power of Public Opinion, Thomas Sheridan, Minnesota; Goethe, Hannah Schankweiler, Missouri; The Future of Jupiter, David Ryan, jr., Iowa; Agriculture in the United States, John Mutchler Kershner, Pennsylvania; Education in the Middle Ages, Louis Andrew Divine, Nebraska.

Candidates for degrees recommended by the faculty were presented to the board of directors as follows:

Degree of master of arts (normal fellows).—Seth W. Gregory, B. A., Beloit, Wis., 1893; Harvey P. Grow, B. A., western Maryland, 1893; Barton Sensenig, B. S., Haverford, Pa., 1893; Marcus P. McClure, B. A., Parsons, Iowa, 1893.
Degree of bachelor of arts.—Lily Amabel Bicksler, John Mutchler Kershner, Hannah Schankweiler, Thomas Sheridan.
Degree of bachelor of science.—Louis Andrew Divine, David Ryan.
Normal student, 1893-94.—Emma Pope, Maryland.

In presenting the candidates for degrees, President Gallaudet spoke as follows:

REMARKS OF PRESIDENT GALLAUDET.

MR. SECRETARY AND GENTLEMEN OF THE BOARD OF DIRECTORS: The lapse of another year brings to me again the pleasant duty of presenting to you the young ladies and young gentlemen of our college as candidates for its academic honors. You are aware that our college undertakes the advanced education of deaf young ladies and young gentlemen up to the point of making it proper for us to confer upon them the degrees usually conferred in colleges. I have the pleasure of presenting to you another class which has gone on to this point successfully through the curriculum of our college. I am requested by the faculty to speak of the cases of Mr. Divine and Mr. Ryan, who have not quite completed the examinations usually required up to this time, but who will meet all demands before their degrees are conferred. So I present the class as a whole for the degrees which, within a very short time, they will have completely earned.

You are also aware, gentlemen, that within the last three years we have added to our college work an important department for the training of well-educated young women and young men, who possess all their faculties, to be teachers of the deaf. Our last year has been a successful one in this department, and I now have the pleasure of presenting to you the members of our third normal class, four of them for the degree of master of arts, and a young lady for the certificate of honorable graduation from our normal department. These young people have all of them pursued liberal courses of study in institutions other than this. Their training here has been in the work of educating the deaf, and they have enjoyed facilities for acquiring a practical knowledge of both the oral and the manual methods of teaching the deaf. They will go out from us at the end of our year fitted to take positions of importance and honor in any school whatever in this or other countries to carry forward the education of deaf children.

We had hoped to have had the pleasure to-day of the presence of the honorable Senator from Wisconsin, Mr. Vilas, who a few years ago gave us a visit of encouragement in his office, which he then filled, as Secretary of the Interior. We were especially pleased at the prospect of his coming, from the fact that, within a few months, he has been appointed by the Vice-President of the United States and President of the Senate to be a member of our board of directors. I received, a short time since, from him a message expressing his great regret that a meeting of a very important committee of the Senate made it absolutely impossible for him to fill his engagement. But, happily, we have present to-day, as our presiding officer, the Honorable Secretary of the Interior, in important matters our official head, who has kindly said he would address a few words to the graduating class in the place of Senator Vilas.

I have the great pleasure of introducing Secretary Smith, who will now speak to our young people and to the friends of the college. [Applause.]

ADDRESS OF SECRETARY SMITH.

LADIES AND GENTLEMEN: Your exercises this afternoon have been a source of great pleasure to us. I might also say a source of inspiration. The language which you speak is to me as wonderful and as mysterious as the language which I speak is to you.

I have listened to the Power of Public Opinion; I have heard the story of Goethe; I have desired to spend at least one night under the five moons of Jupiter, and I have heard sound economical doctrine taught upon the subject of agriculture. Wherever a good school or a good college is found sound principles of economics are taught also. [Applause.] I have also learned of the education in the Middle Ages, and, last, of fairy mythology; and I have found that, at least in one respect, you are just as we are—the ladies beat the gentlemen talking. [Laughter.]

I have been handed a book since I came here from which I gather information that astonishes me. I have no doubt it is familiar to most of the citizens of Washington; but to those of us away from Washington—away from near proximity to this college—it is wonderful to learn that fifty-seven who have gone out from the college are now engaged in teaching; that four have entered the ministry; three are editors and newspaper publishers; fifteen have entered the civil service of the Government, and so on and so on. At least one is practicing law. It shows the opportunity that a kind Providence has given to us all; it shows how wonderful are His dispensations; for, that which at first might seem to be a loss, through the guidance and blessings of an institution like this, lifts you above your fellow-men, and gives to you blessings which many do not receive. How far are your opportunities beyond those of your ordinary fellow-citizens endowed with speech, but not blessed with the educational advantages, the mental, the moral, and the spiritual advantages which you have received. Along with those advantages come responsibilities. Every step of progress given to one of us here on earth brings with it a duty, a duty to our fellow-men, to be performed under the eyes of our Heavenly Father. And yours, I would say, is the duty to see that all who have not been given voice and hearing shall receive, as far as possible, advantages somewhat similar to those which you here have had afforded to you. And I say that you will not fulfill your duty—a duty following the opportunities you have here had—unless at least a large portion of your lives is given to watchfulness and care for those who must use the same language which you are compelled to use.

At least you have made one accomplishment by your exercises here to-day. You have furnished to us all a lesson that we can carry to the young men and young women of the country—to teach them what energy, industry, and opportunity can accomplish. [Applause.]

At the conclusion of Secretary Smith's speech, President Gallaudet said:

LADIES AND GENTLEMEN: It was expected on this afternoon that Senator Hawley, another member of our board of directors, would have been present to make an announcement to the alumini of the college and to the public of recent action taken by our board of directors, which intimately affects the college, and I received this morning a telegram from Senator Hawley saying that the steamer on which Mrs. Hawley and their children had expected to sail early this morning for England was detained, and that that detained him in New York during the day, so that he would not be able to be present here, much to his regret, to discharge the duty that was set down on the programme. But we are favored again by the presence of our good friend, President Welling, of the Columbian University, another member of our board, who needs no introduction, either to the students of the college or to his friends who gather here on our anniversary day. We are always glad when President Welling can come to us from our sister institution of learning in the city and can give us words of encouragement.

I have the pleasure of presenting to you President Welling, who has a message to give you. [Applause.]

ADDRESS OF PRESIDENT WELLING.

MR. PRESIDENT, MEMBERS OF THE BOARD OF DIRECTORS, LADIES AND GENTLEMEN: It is known to us all that institutions of the higher learning in the United States, while having corporate and official names and designations, are required, in order that they may explain to the public the differentiated work in which they are engaged, to indicate by special and descriptive titles the peculiar educational functions discharged by the schools which are embraced under their general official designation. Take, for instance, the oldest institution of learning in our land—Harvard University. When you take the annual catalogue of that institution into your hands, you will find that its work is classified in a variety of directions, and is popularly known by denominations which signify what any particular differentiated work may be.

The men of scientific learning in the land were rejoiced when it was announced through that great seat of learning that one of the Lawrences had founded the Lawrence Scientific School as a branch of Harvard University. The friends of scientific culture were rejoiced when they learned that Yale University had also received an endowment which enabled it, through the beneficence of Mr. Sheffield, to establish the Sheffield Scientific School. And so with all the great institutions of our land. They are compelled by descriptive titles to indicate their specialized educational work. In my own Alma Mater this differentiation has gone on at a rapid pace. I mean Princeton College, which is known to you as Princeton College, but that is a special designation. Its official designation is the College of New Jersey. Besides, there is the John C. Greene Scientific School, a branch of the College of New Jersey.

Now, it so happens that in our great seat of learning established here for the special benefit of those who are deaf (I can not say those who are deaf and dumb, because they are not all dumb), in this institution of learning established for the instruction of the deaf, as the range of its studies has grown, as it has ramified, as it has developed, we are required to have subclassifications by which we may know the various, and the specialized work to which it devotes itself.

Some years ago when a school was established here for instruction in the elementary branches of knowledge, so that the deaf and dumb might here receive training in the elementary culture which would qualify them for business life, or at least begin the training required for the more exacting duties of college life, we all remember that the board of directors called it the Kendall School, in grateful memory of Amos Kendall, well known in political history of the United States, above all, well known in Washington City, as his name will be forever preserved by this institution in the walks of culture, because of the interest he here brought to the support of education for the deaf.

And so we have here the Kendall School as a subclassification of the work done in the Columbia Institution for the Deaf and Dumb, the official designation by which the institution is known, and which, as you see, you have proclaimed and typified before you in the corporate seal expressed in the sign language. [Here the speaker pointed to a picture of the seal hanging on the wall.] Now, we have listened to-day to exercises which indicate a higher academic learning, and it has seemed to the board of directors, responding, I may say, to repeated and earnest entreaties coming from different parts of the land, and recently renewed in a petition of the alumni signed by a committee representing all sections of the country, that this department now receive a special designation by which its particular work, its distinctive work, should be signified at once by the name it shall bear.

In looking around, not only in this land but anywhere throughout the entire world, for a name and designation which should at once signify the distinctive work done here in the cause of higher learning for the deaf and the dumb, there was but one name that could arise, and there was but one name that was suggested to us from different parts of the land.

That name has already been signified to you in bronze in the statue which stands yonder on this college green, a statue erected in memory of a great work done in the cause of education for the deaf and the dumb, because it is a statue erected in grateful memory of him who was the founder of this system of education in the United States. I need not say I refer to Thomas Hopkins Gallaudet, the founder of the first institution ever established for the instruction of the deaf and dumb in our country. [Applause.] And when I have pronounced that name I have told you a magnificent history and I have pronounced a eulogy, because it is impossible to name Thomas Hopkins Gallaudet without signifying the work he did for the deaf and the dumb of our whole land. Born in 1787, a graduate of Yale College, a teacher in Yale College, a graduate of one of the great theological seminaries of the North, a preacher of distinction, he early became interested in the education of the deaf and the dumb because of that sympathetic heart which brought him in close contact with one single sufferer from this difficulty of speech. That was enough to move him, and from that time he devoted himself to the study of all those appliances by which knowledge and culture might be brought within the reach of the deaf and the dumb.

We are all familiar with his visit to Europe, with the efforts he made in England to learn the rudiments of the system by which this education was to be imparted, with his visit to France; how he there matured his studies, and how, when he returned to this country, he resumed his life in Connecticut, a State from which General Hawley was to speak here the words of praise that have fallen to me, perhaps because it is a State in which I spend my summers, and in which I, too, can see the fruits of his great work and the results of that deep impression which was made upon Connecticut by Thomas H. Gallaudet, and not upon Connecticut alone, but upon all the States in our land.

Therefore it is that the board of directors of the Columbia Institution for the Deaf and Dumb have ordained that hereafter its academic, its collegiate, department shall be known as Gallaudet College. [Applause.]

Professor Fay then said:

LADIES AND GENTLEMEN: We have with us to-day one of the early graduates of our college, who for the first time returns to be present on such an occasion as this. He feels a very great interest in the announcement which has just been made of the change of the name of the college, and desires to speak a few words on that subject. The gentleman to whom I refer is Mr. Will L. Hill, of Athol, Mass., who graduated twenty-two years ago. Mr. Hill will speak what he has to say orally. He lost his hearing in childhood, but has retained his speech through care, though he has been totally deaf for many years. His speech was developed and improved through training while he was in college, and since then he has found it of very great service in the successful business career which he has pursued. Ever since leaving college he has been editor and publisher of a prominent newspaper in Massachusetts. [Applause.]

ADDRESS OF WILL L. HILL (class of 1872).

LADIES AND GENTLEMEN: On returning to visit my *alma mater*, after an absence of over twenty years, I find an unexpected and unusual duty imposed upon me. I am asked to say a few words, orally, as one of the alumni. This occasion might very properly call for an extended and elaborate address from some member of the alumni specially qualified to speak for it, and, in its behalf, to congratulate the whole college on its finally assuming a name which is historical in the annals of deaf-mute education, and has been a benediction to our class for three-quarters of a century. But such a prerogative does not belong to me, and my remarks shall be brief.

The changes of twenty years upon this green tell an eloquent and impressive story. The college has long since emerged from the swaddling clothes, in which I can almost say I left it, and assumed a garb befitting its maturity and strength. The evidences of material growth are no less conspicuous and gratifying than the proofs of intellectual expansion. It is with emotions of joy, pride, and exultation that I view the magnificent structures which adorn this noble green, and become conscious of the great development in the educational life and spirit of this community. For well do I remember through what devious and thorny ways our honored president was obliged to struggle, long and wearily, in order to secure for us and our successors the blessings which now enrich the intellectual and social life of our college. Coming here, as I myself do, from a life work which I well know would never have been possible for me but for the advantages which this college furnished me, and the ambition, strength, and self-reliance with which it inspired me, have I not unusual cause for self-congratulation and gratitude?

It was fifty years ago yesterday that the first electric telegraph message ever sent flashed past these very grounds, breathing a prayer of gratitude to God and felicitation to mankind. "What hath God wrought," were the thrilling words which passed over that memorable wire. It is thirty years ago to-day that the doors of this college were opened. When we contrast the times, and the wondrous development in deaf-mute affairs since, may we not also exclaim, with fervent hearts and triumphant feelings "What hath God wrought?"

The early days of this college were beset with trials and discouragements, hardly appreciable by those who were not direct sufferers from them. Popular prejudice was like a barricade between us and the hearing and speaking world. Bitter opposition and enmity confronted us in Congress and official station. But if there were men who sought the overthrow of this bold attempt to give to the deaf the same educational advantages which are vouchsafed to the hearing, so were there noble and far-seeing men who hailed the movement with satisfaction and confidence, and gave it their cordial and enthusiastic support. The memory of these men is enshrined in the grateful hearts of all the alumni.

Do you ask for the direct results of this enterprise, inaugurated amid so much doubt and discouragement thirty years ago? If so, I reply in the historical epitaph, "Look around you," and let not your vision be confined to this particular community, the cradle and nurse, though it be, of our intellectual liberty. Look farther, in almost every State of the Union, the results are found in the shape of young men engaging successfully in the higher pursuits of life, and nobly meeting the real test of manhood and citizenship. And when in years to come the stranger visitor to this beautiful seat of learning—Gallaudet College—shall seek for the epitaph of him who was its designor and creator, who brought to his self-consecrated work the same faith and enthusiasm which inspired his immortal father three-quarters of a century ago, and who labored with the same self-sacrifice and zeal—let him be told in the words which shine in gold over the north door of St. Paul's Cathedral in London, commemorative of the great architect, Sir Christopher Wren, "If thou seekest his monument, look around you." [Applause.]

President Gallaudet then addressed the audience as follows:

Before announcing the close of the exercises for to-day I will extend a cordial invitation to our friends who are present to visit, as they leave this hall, the Kendall School, where they will see classes of children in the lower department of this institution under instruction; and the gymnasium, where they will see evidences of the physical culture that we try to give here; and the college building, in the corridors of which they will find some specimens of the art work done by pupils and students in our department of art; and I may say, generally, I trust that our friends will all make themselves thoroughly at home on Kendall Green.

The exercises of the afternoon were closed by prayer and the benediction by Rev. Thomas Gallaudet, D. D., Rector of St. Ann's Church for deaf mutes, New York City.

CHANGE IN THE NAME OF THE COLLEGIATE DEPARTMENT.

The communication from the alumni of the college, asking for a change of name, alluded to in the address of Dr. Welling, is as follows:

To the Board of Directors of the Columbia Institution for the Deaf and Dumb:

GENTLEMEN: Agreeably to instructions from the alumni of the association of the National Deaf-Mute College, at a meeting held in Chicago, Ill., July 21, 1893, we, a committee representing the alumni, respectfully present to the attention of your honorable body the following resolution adopted by the association:

Resolved, That it is the earnest desire of the alumni association that the distinguished services of Thomas Hopkins Gallaudet, the founder of deaf-mute instruction in America, should be commemorated by changing the title of that department of the Columbia Institution for the Deaf and Dumb now known as the National Deaf-Mute College to Gallaudet College for the Deaf.

It has been truly said that with the appearance of Thomas Hopkins Gallaudet upon the scene, the intellectual history of the deaf in this country begins. By him was founded a system which, embodying all the elements of growth and improvement, made the higher education of the deaf as afforded by the college a practical possibility. His work and the manifold blessings to humanity flowing therefrom are too familiar to call for mention. The honor for which we petition, of naming our college after this distinguished educator and philanthropist, may, we trust, find an echoing response in your favorable action.

Respectfully submitted.

THOMAS F. FOX, 1883, New York, *Chairman*.
OLOF HANSON, 1886, Minnesota.
D. S. ROGERS, 1873, Kansas.

RECEIPTS AND EXPENDITURES.

The receipts and expenditures for the year under review will appear from the following detailed statements:

SUPPORT OF THE INSTITUTION.

RECEIPTS.

Balance from old account	$146.06
Received from the Treasury of the United States	63,000.00
Received for—	
Board, tuition, and room rent	4,046.38
Work in shop	425.50
Shoe repairs	17.57
Received from manual labor fund	159.89
Total	67,795.40

EXPENDITURES.

Expended for—	
Salaries and wages	36,100.54
Miscellaneous repairs	2,806.36
Plumbing, sewerage, etc	602.80
Painting	192.00
Household expenses, marketing, etc	3,943.69
Meats	5,077.06
Groceries	3,066.46

Expended for—	
Bread	$1,521.76
Butter and eggs	2,111.70
Medical attendance	398.00
Telephone, electric clocks, etc	250.18
Furniture	325.64
Lumber	951.73
Dry goods	376.09
Gas	1,261.00
Paints, oils, etc	331.43
Fuel	2,514.70
Medicines and chemicals	277.56
Books, stationery, and school appliances	557.80
Hardware	401.76
Feed	663.63
Plants and seeds	374.75
Blacksmithing	122.62
Wagon and repairs	206.75
Ice	620.42
Manure	197.30
Live stock	390.00
Harness repairs	45.95
Entertainment of pupils	77.00
Incidental expenses	229.40
Crockery	330.37
Stamped envelopes	43.80
Potatoes	203.50
Expense of auditing accounts	300.00
Gymnasium apparatus and clothing	178.44
Printing	265.05
Typewriter	125.00
Expenses of directors' meetings	81.00
Traveling expenses of the president when absent on business of the institution	106.86
Balance	165.30
Total	67,795.40

BUILDINGS AND GROUNDS.

RECEIPTS.

Received from Treasury of the United States	$1,000.00

EXPENDITURES.

Cash paid for—	
Surveying	$25.00
Building fences	234.87
Fence wire	68.82
Lumber and posts	171.31
Lumber	251.19
Fence wire	7.53
Labor on fences	120.13
Lumber and posts	121.15
Total	1,000.00

ESTIMATES FOR NEXT YEAR.

The following estimates for the fiscal year ending June 30, 1896, have already been submitted:

For the support of the institution, including salaries and incidental expenses, for books and illustrative apparatus, and for general repairs and improvements, $65,000.

For special repairs to the buildings of the institution and for the improvement of the grounds, including repairs of pavements, $2,000.

For additions to the buildings of the institution, to provide additional dormitory accommodations and rooms in which to carry on instruction in the mechanic arts and useful industries, $30,000.

The increase of $2,000 asked for in the estimate for current expenses is made necessary by the very decided increase in our numbers, under the operation of the law of August 30, 1890. The full number of beneficiaries provided for by this law has now been reached, and there is every probability that a greater number of deaf youth than 60 will seek admission to our college as beneficiaries by next year.

It is believed that a consideration of this matter by Congress would lead to an amendment of the law extending the present limit from 60 to 80.

The third estimate, providing for certain extensions to the buildings, was submitted last year, but was not favorably acted upon by Congress.

The reasons which led the directors to ask this appropriation were very fully set forth in the report for 1893, to which, in connection with a resubmission of the estimate, your attention and that of Congress is respectfully asked.

The crowded condition of those portions of the buildings occupied by our female pupils and students, serious enough to awaken our concern last year, has now become much more embarrassing.

We have been compelled to deny admission to several worthy applicants, and many of those admitted are far from being housed as they ought to be.

The limit of capacity in all our dormitory buildings is more than reached, and we have been compelled to take rooms for continuous use which ought to be reserved for hospital purposes.

A very ordinary prevalence of sickness, such as often occurs in an establishment like ours, would place us in a very embarrassed, not to say dangerous, position.

The need for the enlargement and improvement of our college course of study, as set forth in our last report, is now more pressing than it was a year ago, and the directors are compelled to urge most strongly that favorable action be taken on the estimate of $30,000 for building purposes.

AWARD FROM THE COLUMBIAN EXPOSITION.

The exhibit of the institution at the World's Fair at Chicago received honor through the award of a diploma and a gold medal. This honor was mainly in recognition of the advanced position of our college, in the course of study afforded, beyond that of any other existing institution for the deaf.

MEETING OF TEACHERS OF THE DEAF AT CHAUTAUQUA, N. Y.

An interesting meeting of the American Association to Promote the Teaching of Speech to the Deaf was held last July at Chautauqua, N. Y. This institution was represented by its president, Professor Fay, Professor Gordon, Mr. Ely, and Miss Fish. Much valuable informationa s to methods of teaching the deaf to speak, and of educating them through speech, was presented, of which this institution will be able to reap the full benefit, through the presence of its representatives. And in this connection it will not be improper to say, in closing this report, that in all departments of this institution a degree of attention is given to the

teaching of speech amply sufficient to develop in the younger pupils the power of oral utterance where it exists, and to preserve in those entering our college whatever vocal ability they bring with them. More than this, the experience of the past three years justifies the statement that the speech of many of our college students has greatly improved, while not a few who came to us entirely dumb have, in addition to the valuable acquisition of the college curriculum, secured a degree of speech which will prove of great value to them in the struggle of life.

All of which is respectfully submitted by order of the board of directors.

EDWARD M. GALLAUDET,
President.

Hon. HOKE SMITH,
Secretary of the Interior.

APPENDIX.

CATALOGUE OF STUDENTS AND PUPILS.

IN THE COLLEGE.

From Colorado.

Iubbard.
ıner.
ıria Young.

From Connecticut.

Lewis.

From Delaware.

I. Whitelocke.

From Georgia.

. Sessoms.

From Illinois.

ı F. Jackson.
A. Murdey.
. Sahlberg.
ı. Whitelock.
ı. Erd.
tose Leyder.
na Gabler.
ırt Stutsman.

From Indiana.

. Robbins.

From Iowa.

yan.
ı Thompson.
Miles Wright.
iene.
G. Ashman.
Brockhagen.
I. Cummings.
ıea.
IcGowan.
enry Rothert.
eroy Glenn.
cDill.
ay Pierce.
ranklin Wills.
. Kile.

From Kentucky.

cosson.
E. Dudley.
ahn.
are Wilson.

From Louisiana.

Nicholson.
icard.

From Michigan.

Albert Eickhoff.

From Minnesota.

Ralph H. Drought.
Jay Cooke Howard.
Herbert C. Merrill.
Thos. Sheridan.
James S. Bowen.
Marie E. Patenaude.
Peter Miklas Peterson.
Edith Vandegrift.

From Missouri.

Hannah Schankweiler.
Joseph B. Bumgardner.
Clara Logan Waters.

From Mississippi.

Hiram T. Wagner.

From Nebraska.

Louis A. Divine.
George W. McDonald.

From New York.

Bertha Block.
Mary Martin.
Nellie C. Price.
Josephine M. Daly.
Clarence A. Boxley.

From New Jersey.

Minnie G. Mickle.

From New Mexico.

Pedro R. Sandoval.

From North Carolina.

Ernest Bingham.

From Ohio.

Franklin C. Smielau.
William A. Ohlemacher.
Clara Runck.
George Vernon Bath.
Minnie Easter Morris.
Albertus Wornstaff.
Frank J. Brenan.

From Pennsylvania.

Lily Amabel Bicksler.
George F. Grimm.
John Mutchler Kershner.
Andrew J. Sullivan.
Laura V. Frederick.
Harvey W. Peter.
Emma R. Kershner.
May Agnes Gorman.
Mary Evelyn Stemple.
Geo. E. Fister.
Cora M. Reed.
Sadie Eliza Griffis.

From South Carolina.

Sarah Antoinette Rogers.

From Tennessee.

Jesse T. Warren.
Walter B. Rosson.

From Texas.

George Albert Brooks.
Willie Henry Davis.

From West Virginia.

Lillian Ada Watts.
John Ernest Stuck.

From Washington State.

Edmund M. Price.

From Wisconsin.

William H. Cusack.
Richard Wallace Williams.
James William Conrad.
Francis J. Reynolds.

From the District of Columbia.

William H. Bartlett.
Roy James Stewart.

From Canada.

Alfred Harper Cowan.

IN THE PRIMARY DEPARTMENT.

Females.

Emily Lucille Bennett, District of Columbia.
Florence Brown, District of Columbia.
Annie S. Bennett, Delaware.
Iva Cole, Montana.
Annie Couture, Montana.
Charlotte Croft, South Carolina.
Bertha Conaway, Delaware.
Jennette L. Dailey, District of Columbia.
Sarah L. Dailey, District of Columbia.
Maggie Dougherty, Delaware.
Katharine Fogarty, District of Columbia.
Louise Fischer, Montana.
Lena Flesher, Montana.
Sarah Fleming, Delaware.
Mattie Hurd, Delaware.
Tena F. Jones, Delaware.
Carrie King, District of Columbia.
Nellie Lynch, Delaware.
Laura Mayer, Delaware.
Mabel Magee, Delaware.
Caroline E. Moran, District of Columbia.
Gertrude Parker, Delaware.
Florence P. E. Phelps, Missouri.
Gertrude Price, District of Columbia.
Sarah Antoinette Rogers, South Carolina.
Gertrude E. Schofield, District of Columbia.
Mary Spurry, Delaware.
Carrie Strong, District of Columbia.
Millie Searles, Montana.
Bessie Tower, Virginia.
Sadie E. Talbert, District of Columbia.
Emma A. Vail, District of Columbia.
Maggie Vaughn, District of Columbia.
Lillian A. Watts, West Virginia.

Males.

William Brown, District of Columbia.
Howard Breeding, Delaware.
Frank Carroll, District of Columbia.
Harry H. Carr, District of Columbia.
John D. Clark, Delaware.
Lee Clark, Connecticut.
George Clouthier, New Hampshire.
Hugh Dougherty, District of Columbia.
J. Clarence Dowell, District of Columbia.
Jacob Eskin, District of Columbia.
Charles T. Faller, Tennessee.
Ernest Foskey, Delaware.
Herbert Hurd, Delaware.
Herbert Jump, Delaware.
Louis Kirst, Wisconsin.
George E. Keyser, District of Columbia.
William Lowell, District of Columbia.
Simon Mundheim, District of Columbia.
Joseph L. Norris, Virginia.
Walter B. Overton, Kentucky.
Edmund M. Price, Washington State.
Rufus F. Parker, Tennessee.
Fred P. Parli, Nebraska.
Herman Probst, New York.
Walter B. Rosson, Tennessee.
Carl Rhodes, District of Columbia.
Arthur L. Swarts, Delaware.
Roy J. Stewart, District of Columbia.
Richard T. Thomas, District of Columbia.
Joseph Wertzbomski, Delaware.
James Woody, District of Columbia.
Bickerton L. Winston, Virginia.

REGULATIONS.

I. The academic year is divided into three terms, the first beginning on the Thursday before the last Thursday in September and closing on the 24th of December; the second beginning the 2d of January and closing the last of March; the third beginning the 1st of April and closing the Wednesday before the last Wednesday in June.

II. The vacations are from the 24th of December to the 2d of January and from the Wednesday before the last Wednesday in June to the Thursday before the last Thursday in September.

III. There are holidays at Thanksgiving, Washington's Birthday, Easter, and Decoration Day.

IV. The pupils may visit their homes during the regular vacations and at the above-named holidays, but at no other time, unless for some special, urgent reason, and then only by permission of the president.

V. The bills for the maintenance and tuition of pupils supported by their friends must be paid semiannually, in advance.

VI. The charge for pay pupils is $250 each per annum. This sum covers all expenses in the primary department except clothing, and all in the college except clothing and books.

VII. The Government of the United States defrays the expenses of those who reside in the District of Columbia, or whose parents are in the Army or Navy, provided they are unable to pay for their education. To students from the States and Territories, who have not the means of defraying all the expenses of the college course, the board of directors renders such assistance as circumstances seem to require, as far as the means at its disposal for this object will allow.

VIII. It is expected that the friends of the pupils will provide them with clothing, and it is important that upon entering or returning to the institution they should be supplied with a sufficient amount for an entire year. All clothing should be plainly marked with the owner's name.

IX. All letters concerning pupils or applications for admission should be addressed to the president.

X. The institution is open to visitors during term time on Thursdays only, between the hours of 10 a. m. and 3 p. m. Visitors are admitted to chapel services on Sunday afternoons at a quarter past 3 o'clock.

XI. Congress has made provision for the education, at public expense, of the indigent blind of teachable age belonging to the District of Columbia.

Persons desiring to avail themselves of this provision are required by law to make application to the president of this institution.

REPORT

OF

THE FREEDMEN'S HOSPITAL.

FREEDMEN'S HOSPITAL,
Washington, D. C., August 28, 1894.

SIR: I have the honor to submit for your consideration the annual report of this hospital for the fiscal year ending June 30, 1894.

It is proper for me to here state that I am somewhat embarrassed in this attempt by the fact that it is within the last few days only that I was made aware of the prolonged illness of my superior officer, Dr. Daniel H. Williams, and that the work of preparation of this report would devolve upon me. This will explain to you the cause of its reaching you at this late date. It is a source of regret and disappointment to us all that Dr. Williams has been prevented by continued serious illness since his appointment to the position of surgeon in chief from entering actively upon the responsibilities of the professional work of the institution. This untimely misfortune, befalling him as it did, has suspended for a while many needed and valuable improvements contemplated by him. I am pleased to report, however, that he is now rapidly recovering his health, will soon report for active duty, and push rapidly to completion the valuable work for which he is so eminently fitted, and which can but result, under such direction, in a model institution of its kind.

The personnel of the hospital was changed during the year. Dr. Daniel H. Williams was made surgeon in chief on February 15, 1894, vice Dr. C. B. Purvis, resigned. On April 15, 1894, Dr. Patrick Glennan, the executive officer, resigned, and was succeeded by myself. Upon taking charge, on April 16, 1894, permit me to state that I found the affairs of the institution in good condition and a system of professional and businesslike management which reflected great credit upon the professional and executive ability of the former officers.

I must say a word as to the possibilities and need of this hospital. With the very limited appropriation too much credit can not be given to the retiring management for the rapid growth and development of the institution and the excellency of the work done here. I find, however, that the scope of work here has not been approximately estimated even by those most interested in its results. The colored people of this country are poor and their institutions are poor. Their poverty aids materially in limiting their knowledge of the laws of health as well as not permitting relief from suffering when attacked by sickness. As a result of their poor condition they are subjected helplessly to disease in its worst form. The busy practitioner has no time to give them. They sicken and die without medical attention. Some knowledge of

the truth of this statement may be had by your consideration of Table B. There it will be seen that a large number die from simple neglect, and their first treatment in the majority of cases is received only after admission into the hospital. If it be remembered, also, that in this table is included only a very small per cent even of our local sick, and that this same condition exists among them all over the country, we can better form some estimate of the very large number of their helpless and deserving sick and the demands for relief. It is here that the humane element of the hospital broadens and its very great possibilities begin to be seen. The work here has always been national in character, should be so continued, and both the direct and indirect relief of these suffering people should be made to ramify every part of our land. Here we find the only opportunity for first-class clinical advantages offered colored medical students in the South. Here we have the only opportunity to build up a national institution for the thorough training of the young colored women, especially of the South, for nurses.

The colored people are, indeed, sadly in need of both the skilled physician and the careful, intelligent, trained nurse. They should come from among their own people. While the Freedmen's Hospital does not limit its admission to colored, all races being treated here alike, yet it answers the above purpose in a way that no other institution in the country does and probably never will. I believe, therefore, that Congress should be urged to be liberal in its appropriation for this institution.

I regret to note that there is a disposition to have the hospital saddled upon the District of Columbia. I question both the wisdom and justice of this policy. The hospital, from its beginning, has been and still is a national institution. This is somewhat indicated in Table E, to which I invite your attention. It was so intended, and should be so continued, as it broadens materially the opportunity for doing good. But it is not just to the people of the District to compel them to pay one-half of the expense, as patients are received here from all parts of the country, and a large per cent of the inmates are of the soldier element. Moreover, this transfer tends seriously to narrow the scope of the work done here, and which can but result in serious detriment to the institution.

The need of a more liberal appropriation is very evident from our pay rolls. It is a matter of general comment, from all who have occasion to notice the pay of our nurses and laborers, that they are so poorly compensated. Indeed, we have a large corps of laborers who receive no pay. This help is obtained, only through the shrewd management of the hospital officials, from the convalescent patients, and without which we would not be able to get along with the means allowed us by Congress.

I now come to another idea, of which I have often thought. I believe that a pay ward to the hospital should be permitted and its development encouraged. There are a large number of applicants whom pride will not allow to receive free treatment, yet they desire and deserve the care and treatment of this hospital. Their limited means will not permit treatment at home. They should be admitted, and the fund from this source be placed with the proper disbursing official.

I must also call your attention to a condition of affairs at this institution which borders almost upon criminal neglect. It is that none of the buildings on the grounds are connected. The patients who have to be carried from any of the eight wards to the administration building for operations, examinations, etc., must be carried on stretchers through the open grounds in the winter storm and cold, and summer

heat, without even the protection of a tree over them. The same condition exists between the eight wards and the dining room, through which space the convalescent patient must pass at mealtime, and meals be carried to the wards for patients confined to bed. Over this pathway there is no shelter or protection of any kind. I must urge an immediate appropriation for the humane object of connecting these several buildings by covered alleys.

I wish also to call your attention to what I consider would be a piece of economy of the Government. We have upon the grounds two large boilers which I believe generate sufficient steam with which could be heated all the hospital buildings. I believe that pipes can be run with the alleys above suggested in a way to heat successfully these buildings at a reduced cost. I ask that early attention be paid to this suggestion.

The hospital buildings proper are old and antiquated. The good work done here fully justifies Congress in gradually replacing the frame structures by modern brick wards.

I hope that it will not be long before we can follow the improvements above outlined by this much-needed change.

The whole number of patients admitted and treated in the hospital was 3,008, an increase of 382 over last year. Of this number 579 were white and 2,429 colored. Of the white, 451 were males and 128 females. Of the colored, 1,121 were males and 1,308 females.

In the dispensary attached 5,693 prescriptions were compounded.

The cases treated were surgical, medical, and obstetrical. The number of surgical operations performed were 239, as follows: Amputation of leg, 3; amputation of arm, 1; amputation of fingers, 5; amputation of toes, 1; excision of fatty tumor of thigh, 1; of polypus tumor of uterus, 1; of fibroid tumor of uterus, 1; of cancer of penis, 1; sarcoma of liver, 1; reduction of dislocation of shoulder, 2; of dislocation of hip, 1; setting of fracture of clavicle, 1; of fracture of humerus, 2; of ulna, 1; of radius and ulna, 3; of ribs, 2; of fibula, 1; of tibia, 3; of tibia and fibula, 4; of compound fracture of tibia and fibula, 3; of comminuted fracture of tibia and fibula, 1; of patella, 1; of ankle joint, 1; gunshot wounds, 8; incised wounds, 9; lacerated wounds, 11; contused wounds, 10; punctured wounds, 7; stricture of urethra, 12; fistula in ano, 6; vesico-vaginal fistula, 1; recto-vaginal fistula, 1; restoration of perinæum, 1; abscesses, 33; phimosis, 13; paraphimosis, 1; hydrocele, 4; reduction of strangulated inguinal hernia, 1; bubo, 6; laparotomy, 2; extraction of cataract, 2; removal of tarsal tumors, 27; removal of pterygium, 2; scarification of conjunctiva, 2; cauterization of corneal ulcer, 3; hordeolum, 3; strabismus externus, 4; strabismus internus, 2; wound of lid, 1; entropion, 1; ptosis, 2; lipoma of conjunctiva, 1; sebaceous adenoma of lid, 1; cyst of cornea, 1; ankyloblepharon, 1; foreign body in cornea, 1; extraction of foreign body from ear, 2; removal of ceruminous deposit, 10; Wilde's incision, 1; mastoid operation, 1; aural polypus, 2; nasal tumors, 2.

The accompanying tables, marked A, B, C, D, E, F, G, H, and I, give a concise statement of the work done in the hospital during the year, the causes of death, disease, occupation, nativity, and number admitted each month. Table G shows the growth of the hospital during the past twenty years. During the fiscal year ending June 30, 1875, 190 persons were admitted, and for the year ending June 30, 1894, 2,801. One hundred and twenty-three ex-soldiers were cared for upon the recommendation of the Commissioner of Pensions. Six pensioners were admitted upon orders from the secretary of the Board of Managers of

the National Soldiers' Homes for which the hospital received $32. Dr. E. Oliver Belt has continued the eye and ear clinics during the past year. His services have been of great value to the hospital in his specialty. A full report of his cases and operations will be found in Table I.

Two hundred and fifty-seven children were born during the year; 90 cases of alcoholism successfully treated, and 3 of diphtheria.

Mrs. Ada Spurgeon has continued her mission work among the sick, and has accomplished much good. Religious services have been conducted regularly by the Society of St. Vincent de Paul, a Catholic society. The fathers from St. Augustine and the Rev. Edward Marshall Mott, of Rock Creek Church, are regular in attendance.

Convalescents and others capable of performing light duties have done so, the following articles having been made by the women: Bedsacks, 18; pillowcases, 234; sheets, 340; towels, 306; shirts, 200; drawers, 240; chemises, 120; dresses, 75; aprons, 104; skirts, 26; night gowns, 89; curtains, 28; tray covers, 24.

Very respectfully,

JNO. R. FRANCIS, M. D.,
Acting Surgeon in Chief.

Hon. HOKE SMITH,
Secretary of the Interior.

TABLE A.—*Causes of death.*

Diseases, etc.	White.		Colored.		Total.
	M.	F.	M.	F.	
Phthisis pulmonalis			38	38	76
Hæmoptysis			3	1	4
Valvular disease of heart	1		7	6	14
Cardiac dropsy		1	5	5	11
Hypertrophy of heart			2		2
Fatty degeneration of heart			2		2
Typhoid fever	1		8	9	18
Malarial fever			1		1
Typho-malarial fever			2	2	4
Pneumonia			7		7
Pleuro-pneumonia			2	1	3
Congestion of lungs			1	1	2
Senile debility	1	1	8	4	14
Congenital debility			6	5	11
Bright's disease			8	2	10
Acute diarrhœa				1	1
Chronic diarrhœa			1	1	2
Apoplexy		1	12	1	14
Softening of brain	1		1	1	3
Congestion of brain	1		3	1	5
Congestion of brain and lungs			1		1
Paralysis, general	1		3	2	6
Cancer of axilla			1		1
Cancer of stomach			1		1
Cancer of uterus				1	1
Cancer of liver			1		1
Cancer of pancreas			1		1
Sarcoma of liver			1		1
Gangrene of foot			2	1	3
Gangrene of scrotum			4		4
Caries of ribs			1		1
Scrofula; necrosis of knee				1	1
Trismus nascentium				1	1
Premature birth			4	2	6
Acute cystitis and nephritis				1	1
Chronic cystitis			2	1	3
Chronic entero-colitis				1	1
Puerperal eclampsia				1	1
Puerperal metritis				1	1
Puerperal fever				2	2
Peritonitis	1		1		2
Gastritis		1		2	3
Concussion of brain				1	1
Aneurism of innominate artery			1		1
Convulsions			3	3	6
Burns		1	2	1	4
Marasmus			3	2	5
Tuberculosis	1		1	4	6
Congestive chill			1		1
Confinement; heart clot				1	1
Confinement; acute articular rheumatism; exhaustion				1	1
Prolonged and obstructed labor (forceps delivery); exhaustion				1	1
Extra-uterine pregnancy; peritonitis				1	1
Fibroid tumor of uterus; asthenia				1	1
Cancer of uterus and vagina				1	1
Alcoholism; epileptic convulsions	1				1
Necrosis of pelvis; senile debility				1	1
Congenital syphilis			1		1
Tertiary syphilis			1		1
Coxalgia; exhaustion				1	1
Abscess of genital organs (infiltration of urine)			1		1
Comminuted fracture of leg; concussion of brain			1		1
Paraplegia			1		1
Diabetes			1		1
Abscess of lung; hemorrhage from rupture of lung			1		1
Hemiplegia			1		1
Total	9	5	159	115	288

TABLE B.—*Number of deaths occurring within ten days after admission and the time each case was in the hospital prior to death.*

1 died in 5 minutes after admission.
1 died in 10 minutes after admission.
1 died in 15 minutes after admission.
1 died in 1 hour after admission.
1 died in 2 hours after admission.
1 died in 5 hours after admission.
1 died in 6 hours after admission.
3 died in 10 hours after admission.
1 died in 12 hours after admission.
2 died in 15 hours after admission.
1 died in 21 hours after admission.
5 died in 24 hours after admission.
1 died in 27 hours after admission.
2 died in 36 hours after admission.
10 died in 2 days after admission.
10 died in 3 days after admission.
16 died in 4 days after admission.
10 died in 5 days after admission.
11 died in 6 days after admission.
6 died in 7 days after admission.
9 died in 8 days after admission.
4 died in 9 days after admission.
2 died in 10 days after admission.

Total, 100; over one-third of all the deaths occurring during the year.

TABLE C.—*The diseases and conditions for which patients were admitted and treated in hospital.*

Diseases, etc.	White.		Colored.	
	M.	F.	M.	F.
Fracture of clavicle			1	
Fracture of scapula			1	
Fracture of olecranon process	1			
Fracture of ulna			1	
Fracture of radius and ulna			3	
Fracture of ribs			2	
Fracture of fibula	1			
Fracture of tibia			1	2
Fracture of tibia and fibula	1	1	2	
Compound fracture of tibia and fibula	1		2	
Comminuted fracture of tibia and fibula			1	
Fracture of patella			1	
Fracture of ankle			1	
Dislocation of clavicle			2	
Gunshot wounds			6	2
Incised wounds			6	3
Lacerated wounds	1		7	3
Contused wounds	2	2	4	2
Punctured wounds	2		4	1
Contusions	19	2	18	3
Sprains	2		4	1
Synovitis	1	1	4	2
Congenital deformity				1
Inflammation of knee joint				1
Periostitis			2	4
Paronychia			3	
Ingrowing toe nail			1	
Frostbite	1		6	1
Dog bite			1	
Caries of frontal bone			1	
Caries of ulna and radius			1	
Caries of knee and femur			1	
Caries of ankle			1	
Necrosis of humerus			1	
Necrosis of knee				2
Necrosis of tibia				1
Necrosis of pelvis			1	
Necrosis of toe				2
Necrosis			1	
Amputation of fingers			2	
Amputation of toes				1
Exostosis of scapula	1			
Curvature of spine	1			
Gangrene of foot			3	1
Senile gangrene of foot			1	1
Ulcers	5			
Chronic ulcers	10	1	17	18
Varicose ulcers				2
Abscesses	3		13	17
Burns	3	1	4	4
Fatty tumors				1
Tumors	1		2	
Sarcoma of liver			1	
Sarcoma				1
Cancer of breast				2
Cancer of axilla			1	
Cancer of stomach			1	
Cancer of uterus				3
Cancer of penis			1	
Cancer of liver			1	
Cancer of pancreas			1	
Cancer of foot			1	
Hernia, inguinal	1		5	1
Hernia, strangulated inguinal			2	
Hernia, femoral				1
Aneurism of innominate artery			1	
Aneurism of aorta			1	
Aneurism	1			
Syphilis	3	2	28	41
Syphilis, secondary	7	3	14	20
Syphilis, tertiary		3	2	4
Syphilitic condylomata			1	7
Syphilitic ulcer			1	2
Gonorrhœa	4	4	24	1
Gleet	1		1	
Bubo	1	3	36	18
Phagedenic chancre			4	
Chancroid		2		
Orchitis	3		10	
Phimosis	1		21	
Paraphimosis			3	
Stricture of urethra	6		8	
Fistula of scrotum			3	
Abscess of scrotum			2	
Gangrene of scrotum			4	
Nephritis			1	2
Dysuria	2			
Hematuria				1
Incontinence	2		4	3
Hydrocele			1	
Cystitis	1		4	16
Fistula in ano	3	1	2	2
Ulceration of rectum			1	1
Hæmorrhoids	4		1	2
Bright's disease			9	5
General dropsy			3	
Acute rheumatism	31	9	49	38
Chronic rheumatism	11	5	30	7
Syphilitic rheumatism	1		3	1
Lumbago	4	1	4	
Coxalgia				1
Neuralgia	3	2	4	8
Intercostal neuralgia	1			
Otorrhœa			1	
Otitis media	1		1	
Alcoholism	65	8	6	6
Delirium tremens	2		2	1
Elephantiasis of eyelid			1	
Cataract		1	1	3
Conjunctivitis			1	
Conjunctivitis, phlyctenular				1
Ophthalmia		1		
Ophthalmia neonatorum	1			
Ophthalmia, gonorrhœal			2	
Iritis			2	4
Iritis, syphilitic			2	1

TABLE C.—*The diseases and conditions for which patients were admitted and treated in hospital*—Continued.

Diseases, etc.	White.		Colored.	
	M.	F.	M.	F.
Keratitis, syphilitic				1
Keratitis, phlyctenular			1	
Opacity of cornea	1		1	1
Ulcer of cornea				2
Pterygium			1	
Paralysis of motor oculi			1	
Chronic aural catarrh	1	1		
Pruritis		1		
Lupus			2	
Elephantiasis of foot	1			
Adenitis	1			1
Scrofula	1		6	4
Intermittent fever, quotidian	9		23	
Intermittent fever, tertian	10	2	22	11
Typhoid fever	4	3	26	29
Typho-malarial fever	1		5	1
Malarial fever	31	1	57	28
Erysipelas	2	2	7	3
Erysipelas, phlegmonous			1	
Rubeola	1		1	1
Varicella				2
Diphtheria			1	2
Acute bronchitis	10		13	9
Chronic bronchitis	4		5	
Coryza				1
Influenza				29
La grippe	13	4	46	2
Nasal polypus				1
Nasal catarrh	1			1
Ozæna				1
Tonsilitis	1	1	8	6
Follicular tonsilitis			1	
Ulcerated sore throat			1	1
Asthma	6	3	12	8
Pleurisy		2		15
Phthisis pulmonalis	7	3	57	66
Hæmoptysis	1		7	2
Pneumonia	1		18	7
Congestion of lungs			3	1
Congestive chill			2	
Pleuro-pneumonia	1		2	2
Typhoid pneumonia			1	
Acute laryngitis			1	
Tuberculosis	1		4	6
Valvular disease of heart	6		20	18
Cardiac dropsy	1	2	13	9
Hypertrophy of heart			4	
Fatty degeneration of heart			2	1
Angina pectoris	2			
Endocarditis				1
Pharyngitis				2
Stricture of œsophagus	1			
Gastralgia	1		5	5
Gastritis	1	2	2	10
Gastrodynia				4
Dyspepsia		2	1	7
Constipation	1	1	1	1
Enteritis			1	1
Chronic entero-colitis				1
Gastro-enteritis				4
Dysentery	4		1	4
Marasmus			3	3
Cholera morbus			1	1
Enteralgia	1	1	7	6
Myalgia	4	2	5	7
Acute diarrhœa	12	3	10	8
Chronic diarrhœa	1		1	4
Tubercular diarrhœa			1	1

Diseases, etc.	White.		Colored.	
	M.	F.	M.	F.
Hepatitis				1
Icterus	2		2	3
Peritonitis	1		3	1
Aphonia			1	
Hysteria				13
Cephalalgia	2	1	4	7
Hemicrania				2
Nemasthenia	5		1	1
Dementia		1	1	1
Insanity		2	2	
Acute mania		1		
Attempted suicide		1		
Convulsions	1			
Vertigo	5		1	
Epilepsy	2		5	2
Hystero-epilepsy				2
Paralysis, general	4	1	8	13
Hemiplegia	2	1	4	2
Paraplegia	1		3	
Locomotor ataxia	1		1	
Congestion of brain	2		5	1
Concussion of brain				2
Softening of brain			2	2
Hydrocephalus			1	
Cerebro-spinal meningitis			1	2
Apoplexy		1	12	1
Sunstroke	2		1	
Poison, poison ivy	1			
Pregnancy		9		264
Extra-uterine pregnancy				1
Premature birth			3	3
Miscarriage		1		14
Abortion				5
Threatened abortion				12
Confinement		1		13
Puerperal eclampsia				1
Puerperal mania				1
Puerperal metritis				1
Puerperal fever				2
Metritis		1		14
Urethritis				1
Endometritis		1		7
Endocervicitis		1		1
Fibroid tumor of uterus				9
Prolapsus uteri				4
Lacerated cervix				2
Recto-vaginal fistula				1
Vesico-vaginal fistula				1
Ovaritis				8
Lacerated perinæum				1
Mammitis				2
Cellulitis				1
Cervicitis				5
Neuralgia of ovaries				2
Amenorrhœa				4
Dysmenorrhœa				4
Menorrhagia				13
Metrorrhagia				1
Leucorrhœa		2		2
Infancy	2	5	103	106
Congenital debility			6	7
Trismus nascentium				1
Cholera infantum			1	
General debility	6	2	3	2
Senile debility	13	1	19	9
Senile dementia			2	3
Convalescent	23	2	1	3

TABLE D.—*Occupations of patients.*

Occupations.	Number.	Occupations.	Number.	Occupations.	Number.
ts	807	Stonemasons	4	Plumber	1
rs	686	Teachers	4	Bridge-builder	1
iers	123	Cigarmakers	4	Lineman	1
	29	Hodcarriers	4	Slater	1
	25	Housekeepers	3	Solicitor	1
ters	24	Gardeners	3	Civil engineer	1
s	23	Bakers	3	Butler	1
S. Navy	20	Drug clerks	3	Dyer	1
esses	20	Printers	3	Brass-molder	1
	15	Bartenders	3	Guide	1
s	12	Machinists	2	Horse-trainer	1
rs	9	Watchmen	2	Undertaker	1
rs	9	Clam-sellers	2	Law student	1
resses	8	Wood-sawyers	2	Stage-driver	1
ers	8	Sailmakers	2	Musician	1
	7	Porters	2	Reporter	1
ermaids	7	Butchers	2	Weaver	1
akers	7	Oystermen	2	Junk-dealer	1
s	6	Peddlers	2	Brakeman	1
	6	Well-digger	1	Whitewasher	1
ien	6	Drummer	1	Fisherman	1
ers	5	Minister	1	Cabinetmaker	1
yers	5	Bookbinder	1	Boilermaker	1
oys	5	Conductor	1	Insurance agent	1
niths	5	Engineer	1	No occupation	72
s	5	Carriage-painter	1	Unknown	407
	4	Boatman	1		
akers	4	Collector	1		

TABLE E.—*Nativity of patients.*

Where born.	No.	Where born.	No.	Where born.	No.
a	978	Scotland	5	Missouri	1
t of Columbia	736	Rhode Island	4	Wisconsin	1
nd	489	Mississippi	4	Nebraska	1
	93	Poland	4	Kansas	1
lvania	69	Maine	3	Arkansas	1
Carolina	53	New Hampshire	3	Indian Territory	1
ork	51	Illinois	3	Wales	1
ay	41	Tennessee	3	Austria	1
husetts	22	Russia	3	Belgium	1
	21	Florida	2	Africa	1
Carolina	20	Texas	2	New Brunswick	1
s	16	California	2	Norway	1
d	15	Minnesota	2	Nova Scotia	1
ky	10	Iowa	2	Denmark	1
ticut	8	Michigan	2	Italy	1
are	8	Indiana	2	Arabia	1
ersey	8	France	2	Switzerland	1
na	6	Spain	2	Unknown	75
	6	Sweden	2		
Virginia	5	West Indies	2		

TABLE F.—*Showing the number admitted each month.*

Month.	No.	Month.	No.
1893.		1894.	
	270	January	218
	292	February	187
ber	262	March	255
	221	April	220
ber	191	May	222
ber	208	June	255
		Total	2,801

TABLE G.—*Showing the number admitted each year for the past twenty years.*

During the year ending June—	No.	During the year ending June—	No.	During the year ending June—	No.
1875	190	1882	1,102	1889	2,074
1876	319	1883	1,373	1890	2,302
1877	500	1884	1,509	1891	2,373
1878	519	1885	1,794	1892	2,331
1879	642	1886	1,923	1893	2,423
1880	819	1887	2,017	1894	2,801
1881	892	1888	1,997		

TABLE H.—*Summary for the year.*

	White.			Colored.			Grand total.
	Males.	Females.	Total.	Males.	Females.	Total.	
Remaining June 30, 1893	24	4	28	86	93	179	207
Admitted	426	120	546	902	1,096	1,998	2,544
Born	1	4	5	133	119	252	257
Total	427	124	551	1,035	1,215	2,250	2,801
Total in hospital	451	128	579	1,121	1,308	2,429	3,008
Discharged	417	115	532	835	1,075	1,910	2,442
Died	9	5	14	159	115	274	288
Stillborn		1	1	21	12	33	34
Total	426	121	547	1,015	1,202	2,217	2,764
Remaining June 30, 1894	25	7	32	106	106	212	244

TABLE I.—*Diseases of the eye and ear.*

DISEASES OF THE EYE.

Diseases, etc.	White.	Colored.	Diseases, etc.	White.	Colored.
Blepharitis	2	2	Cataract, senile	3	20
Wound of lid	1		Cataract, inflammatory		2
Wart of lid		1	Cataract, congenital		3
Œdema of lid	2	4	Cataract, capsular		6
Stye		3	Atrophy of eyeball, injury		1
Tarsal cyst	3	29	Hyperopia		6
Ectropion		2	Presbyopia		9
Strabismus internus	2	4	Astigmatism	2	13
Strabismus externus		6	Trichiasis		1
Epiphora	2	3	Ulcer of lid		2
Conjunctivitis, catarrhal	14	70	Ptosis		2
Conjunctivitis, phlyctenular		5	Paralysis of third nerve		1
Conjunctivitis, granular		3	Ulcer of conjunctiva		1
Conjunctivitis, purulent		5	Closed pupil		1
Conjunctivitis, fol	1	3	Pannus		3
Pterygium	1	3	Tremulus iris	1	1
Keratitis, interstitial	3	15	Retinal hemorrhage		1
Keratitis, phlyctenular		4	Ecchymosis of conjunctiva		7
Ulcer of cornea	1	6	Aphakia		1
Opacity of cornea		33	Wound of cornea	1	1
Iritis		28	Muscæ		2
Synechia, anterior		3	Lost eye		4
Synechia, posterior	2	3	Mystagmus		1
Gummata of iris		2	Myopia		4
Circumcorneal hypertrophy		1	Cyst of cornea		1
Kerato-iritis		1	Lipoma of conjunctiva		1
Foreign body in cornea		1	Sebaceous adenoma of lid		1
Foreign body in conjunctiva		1	Diplopia		2
Hernia of iris		2	Mydriasis	1	1
Choroiditis		2	Ankyloblepharon		1
Choroidal atrophy		2	Optic neuritis		2
Atrophy of the optic nerve		5	Opaque nerve fibers		1
Pus in anterior chamber		1			

TABLE I.—*Diseases of the eye and ear*—Continued.

DISEASES OF THE EAR.

Diseases, etc.	White.	Colored.	Diseases, etc.	White.	Colored.
Foreign body in external meatus		2	Tinnitus aurium		3
Cerumminous deposit		2	Keloid		2
Chronic aural catarrh	19	15	Mastoiditis	1	
Acute aural catarrh		2	Mastoid abscess	1	1
Otorrhœa	2	12	Polypus		2
Nerve deafness		1	Furuncle	1	

OPERATIONS.

Eye:			Eye—Continued.		
Extraction of cataract	2		Cyst of cornea		
Removal of tarsal tumor	3	24	Ankyloblepharon		1
Removal of pterygium	1	1	Foreign body in cornea		1
Scarification of conjunctiva		2	Ear:		1
Cauterization of corneal ulcer	1	2	Extraction of foreign body from ear		2
Hordeolum		3	Removal of ceruminous deposit	5	5
Strabismus externus		4	Wilde's incision		1
Strabismus internus	1	1	Mastoid operation	1	
Wart of lid		1	Aural polypus		2
Entropion		1	Nose:		
Ptosis		2	Nasal polypus		2
Lipoma of conjunctiva		1			
Sebaceous adenoma of lid		1			

Total number of operations, 70.

REPORT

OF THE

BOARD OF VISITORS OF THE GOVERNMENT HOSPITAL FOR THE INSANE.

OFFICERS OF THE HOSPITAL, JUNE 30, 1894.

VISITORS.

JOSEPH M. TONER, M. D., *President of the Board.*
JAMES C. WELLING, LL. D.
MRS. A. M. GANGEWER.
HON. WILLIAM A. MAURY.
JOHN MOORE, M. D., U. S. A.
F. M. GUNNELL, M. D., U. S. N.
REV. BYRON SUNDERLAND, D. D.
WALTER WYMAN, M. D., *Supervising Surgeon-General M. H. S.*
MRS. MARY E. FULLER.

EXECUTIVE COMMITTEE OF THE BOARD.

Messrs. TONER, GUNNELL, and MOORE.

CHAPLAINS.

REV. JOHN CHESTER, D. D.
REV. WILLIAM E. PARSON, D. D.
REV. THOMAS B. HUGHES.
REV. JACOB D. WILSON.

MEDICAL OFFICERS.

W. W. GODDING, M. D., *Superintendent and ex-officio Secretary of the Board of Visitors.*
A. H. WITMER, M. D., *First Assistant Physician, in charge of Female Department.*
M. J. STACK, M. D., *Second Assistant Physician, in charge of Male Department.*
A C. PATTERSON, M. D., *Third Assistant Physician, in charge of Howard Hall.*
J. C. SIMPSON, M. D., *Fourth Assistant Physician, in charge of Detached Buildings.*
C. H. LATIMER, M. D., *Fifth Assistant Physician, Male Department.*
G. W. FOSTER, M. D., *Sixth Assistant Physician, in charge of Toner Building.*
I. W. BLACKBURN, M. D., *Special Pathologist.*
J. A. BARRY, M. D., *Night Medical Supervisor.*

REPORT

OF

THE BOARD OF VISITORS.

GOVERNMENT HOSPITAL FOR THE INSANE,
Washington, D. C., August 31, 1894.

SIR: In accordance with the law creating the Government Hospital for the Insane, the Board of Visitors respectfully submit their thirty-ninth annual report.

The following tables present in condensed form the statistical results of the hospital work since 1855, the time when the institution was opened for the admission of patients, down to June 30, 1894:

SUMMARY.

	Males.	Females.	Total.
Remaining June 30, 1893	1,246	374	1,620
Admitted during the year ending June 30, 1894	273	88	361
Whole number under treatment	1,519	462	1,981
DISCHARGED.			
Recovered	49	13	62
Improved	49	16	65
Unimproved	6	.....	6
Died	138	29	167
Total discharged and died	242	58	300
Remaining June 30, 1894	1,277	404	1,681

Admissions and discharges.

		Males.			Females.			Total.	
REMAINING JUNE 30, 1893.									
Army	White	724			2				
	Colored	13	737		.....	2		739	
Navy	White	72							
	Colored	.....	72					72	
Marine-Hospital Service	White	22							
	Colored	3	25					25	
Civil life	White	287			251				
	Colored	125	412	1,246	121	372	374	784	1,620
								553	

Admissions and discharges—Continued.

		Males.			Females.			Total.	
ADMITTED DURING THE YEAR 1894.									
Army	White	116							
	Colored	4	120					120	
Navy	White	21							
	Colored	1	22					22	
Marine-Hospital Service	White	1							
	Colored	.....	1					1	
Civil life	White	88			60				
	Colored	42	130	273	28	88	88	218	361
UNDER TREATMENT DURING THE YEAR.									
Army	White	840			2				
	Colored	17	857		.....	2		859	
Navy	White	93							
	Colored	1	94					94	
Marine-Hospital Service	White	23							
	Colored	3	26					26	
Civil life	White	375			311				
	Colored	167	542	1,519	149	460	462	1,002	1,981
DISCHARGED DURING THE YEAR—RECOVERED.									
Army	White	20							
	Colored	.....	20					20	
Navy	White	5							
	Colored	.....	5					5	
Marine-Hospital Service	White	3							
	Colored	.....	3					3	
Civil life	White	11			11				
	Colored	10	21	49	2	13	13	34	62
DISCHARGED DURING THE YEAR—IMPROVED.									
Army	White	24							
	Colored	.....	24					24	
Navy	White	2							
	Colored	.....	2					2	
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	18			14				
	Colored	5	23	49	2	16	16	49	65
DISCHARGED DURING THE YEAR—UNIMPROVED.									
Army	White	2							
	Colored	.....	2					2	
Navy	White	.....							
	Colored	.....							
Marine-Hospital Service	White	1							
	Colored	.....	1					1	
Civil life	White	3							
	Colored	.....	3	6				6	6

Admissions and discharges—Continued.

		Males.			Females.			Total.	
DECEASED DURING THE YEAR.									
y	White	85							
	Colored	1	86					86	
	White	10							
	Colored	.....	10					10	
ne-Hospital Service	White	2							
	Colored	.....	2					2	
life	White	26			17				
	Colored	14	40	138	12	29	29	69	167
REMAINING JUNE 30, 1894.									
y	White	708			2				
	Colored	16	724		.....	2		726	
	White	76							
	Colored	1	77					77	
ne-Hospital Service	White	17							
	Colored	3	20					20	
life	White	318			269				
	Colored	138	456	1,277	133	402	404	858	1,681

he patients from civil life remaining June 30, 1894, are classified follows:

	Males.	Females.	Total.
ict of Columbia, transient	64	23	87
ict of Columbia, resident indigent	296	360	656
ed States convicts and criminals	79	9	88
ate patients	4	.....	4
Total	443	392	835

Monthly changes of population.

Date.	Admitted.			Discharged.						Total discharges, including deaths.
							Died.			
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
, 1893	24	6	30	6	4	10	9	2	11	21
ust, 1893	16	5	21	13	2	15	15	3	18	33
ember, 1893	12	9	21	13	4	17	11	2	13	30
ber, 1893	16	3	19	9	3	12	7	2	9	21
mber, 1893	25	7	32	5	1	6	8	4	12	18
mber, 1893	49	4	53	6	1	7	15	3	18	25
ary, 1894	32	7	39	4	3	7	11	3	14	21
uary, 1894	35	13	48	17	1	18	13	4	17	35
h, 1894	21	6	27	6	7	13	9	2	11	24
l, 1894	9	16	25	11	1	12	14	1	15	27
, 1894	21	8	29	8	1	9	14	2	16	25
, 1894	13	4	17	6	1	7	12	1	13	20
Total	273	88	361	104	29	133	138	29	167	300

Admissions and discharges—Continued.

		Males.			Females.			Total.	
ADMITTED DURING THE YEAR 1894.									
Army	White	116							
	Colored	4	120					120	
Navy	White	21							
	Colored	1	22					22	
Marine-Hospital Service	White	1							
	Colored	.....	1					1	
Civil life	White	88			60				
	Colored	42	130	273	28	88	88	218	361
UNDER TREATMENT DURING THE YEAR.									
Army	White	840			2				
	Colored	17	857		.....	2		859	
Navy	White	93							
	Colored	1	94					94	
Marine-Hospital Service	White	23							
	Colored	3	26					26	
Civil life	White	375			311				
	Colored	167	542	1,519	149	460	462	1,002	1,981
DISCHARGED DURING THE YEAR—RECOVERED.									
Army	White	20							
	Colored	.....	20					20	
Navy	White	5							
	Colored	.....	5					5	
Marine-Hospital Service	White	3							
	Colored	.....	3					3	
Civil life	White	11			11				
	Colored	10	21	49	2	13	13	34	62
DISCHARGED DURING THE YEAR—IMPROVED.									
Army	White	24							
	Colored	.....	24					24	
Navy	White	2							
	Colored	.....	2					2	
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	18			14				
	Colored	5	23	49	2	16	16	49	65
DISCHARGED DURING THE YEAR—UNIMPROVED.									
Army	White	2							
	Colored	.....	2					2	
Navy	White	.....							
	Colored	.....							
Marine-Hospital Service	White	1							
	Colored	.....	1					1	
Civil life	White	3							
	Colored	.....	3	6				6	6

Admissions and discharges—Continued.

		Males.			Females.			Total.	
DECEASED DURING THE YEAR.									
Army	White	85							
	Colored	1	86					86	
Navy	White	10							
	Colored	.....	10					10	
Marine-Hospital Service	White	2							
	Colored	.....	2					2	
Civil life	White	26			17				
	Colored	14	40	138	12	29	29	69	167
REMAINING JUNE 30, 1894.									
Army	White	708			2				
	Colored	16	724		.....	2		726	
Navy	White	76							
	Colored	1	77					77	
Marine-Hospital Service	White	17							
	Colored	3	20					20	
Civil life	White	318			269				
	Colored	138	456	1,277	133	402	404	858	1,681

The patients from civil life remaining June 30, 1894, are classified as follows:

	Males.	Females.	Total.
District of Columbia, transient	64	23	87
District of Columbia, resident indigent	296	360	656
United States convicts and criminals	79	9	88
Private patients	4	.....	4
Total	443	392	835

Monthly changes of population.

Date.	Admitted.			Discharged.						Total discharges, including deaths.
							Died.			
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
July, 1893	24	6	30	6	4	10	9	2	11	21
August, 1893	16	5	21	13	2	15	15	3	18	33
September, 1893	12	9	21	13	4	17	11	2	13	30
October, 1893	16	3	19	9	3	12	7	2	9	21
November, 1893	25	7	32	5	1	6	8	4	12	18
December, 1893	49	4	53	6	1	7	15	3	18	25
January, 1894	32	7	39	4	3	7	11	3	14	21
February, 1894	35	13	48	17	1	18	13	4	17	35
March, 1894	21	6	27	6	7	13	9	2	11	24
April, 1894	9	16	25	11	1	12	14	1	15	27
May, 1894	21	8	29	8	1	9	14	2	16	25
June, 1894	13	4	17	6	1	7	12	1	13	20
Total	273	88	361	104	29	133	138	29	167	300

Cause of death.

Aneurism	2	Inanition	2
Apoplexy	6	Intestinal obstruction by foreign body	1
Apoplexy, hemorrhagic	4	Intracranial tumor	5
Asphyxia, accidental	1	Lucocythæmia	1
Brights disease, chronic	5	Meningitis	2
Cardiac valvular disease	8	Myocarditis, chronic	2
Carcinoma	6	Œdema of brain	7
Cerebritis	1	Organic disease of brain	14
Chronic nephritis with cardiac valvular disease	1	Peritonitis	1
Colitis	6	Pericarditis	1
Diarrhea	6	Phthisis	28
Epileptic convulsions	5	Pneumonia	6
Epileptiform convulsions	3	Pulmonary congestion	1
Exhaustion	1	Pulmonary gangrene	2
Exhaustion from acute mania	2	Pulmonary hemorrhage	1
Exhaustion from chronic mania	2	Pyelo nephritis	3
Exhaustion from chronic melancholia	1	Senectus	2
General paralysis	13	Senectus with exhaustion	2
General paralysis, with gangrene of lung	1	Septicæmia	4
Hemorrhage from the bowels	1	Suicide by hanging	1
Hæmatoma of dura mater	3	Ulceration of gall bladder	2
Hydrothorax	1	Total	167

Duration of mental disease of those who died.

One month	3	Eleven years	3
Three months	8	Twelve years	4
Four months	2	Thirteen years	3
Six months	4	Fourteen years	2
Nine months	5	Fifteen years	2
One year	12	Sixteen years	5
Two years	20	Eighteen years	7
Three years	14	Twenty years	5
Four years	13	Twenty-five years	4
Five years	13	Twenty-seven years	3
Six years	8	Thirty years	3
Seven years	11	Thirty-three years	2
Eight years	2	Fifty-seven years	1
Nine years	2		
Ten years	5	Total	167

Duration of mental disease, on admission, of those who recovered.

Under 10 days	7	Between 6 and 8 months	6
Between 10 and 20 days	6	Between 1 and 2 years	7
Between 20 and 30 days	7	Over 2 years	4
Between 1 and 2 months	10		
Between 2 and 3 months	9	Total	62
Between 3 and 4 months	6		

Duration of disease on admission.

		Males.			Females.			Total.	
LESS THAN SIX MONTHS.									
Army	White	42							
	Colored	1	43					43	
Navy	White	12							
	Colored	1	13					13	
Marine-Hospital Service	White	1							
	Colored	.....	1					1	
Civil life	White	57			23				
	Colored	27	84	141	11	34	34	118	175
LESS THAN ONE YEAR.									
Army	White	14							
	Colored	.....	14					14	
Navy	White	3							
	Colored	....	3					3	
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	5			4				
	Colored	4	9	26	3	7	7	16	33
ONE OR TWO YEARS.									
Army	White	29							
	Colored	1	30					30	
Navy	White	3							
	Colored	.....	3					3	
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	9			5				
	Colored	8	17	50	3	8	8	25	58
OVER TWO YEARS.									
Army	White	12							
	Colored	2	14					14	
Navy	White	1							
	Colored	.....	1					1	
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	6			2				
	Colored	1	7	22	.....	2	2	9	24
OVER THREE YEARS.									
Army	White	9							
	Colored	.....	9					9	
Navy	White	.....							
	Colored	.....							
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	1			3				
	Colored	.....	1	10	2	5	5	6	15
OVER FOUR YEARS.									
Army	White	1							
	Colored	.....	1					1	
Navy	White	.....							
	Colored	.....							
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	.....			4				
	Colored	.....		1	1	5	5	5	6

Duration of disease on admission—Continued.

		Males.			Females.			Total.	
FIVE TO TEN YEARS.									
Army	White	7							
	Colored	.....	7					7	
Navy	White	2							
	Colored	.....	2					2	
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	3			8				
	Colored	1	4	13	3	11	11	15	24
TEN TO TWENTY YEARS.									
Army	White	2							
	Colored	.....	2					2	
Navy	White	.....							
	Colored	.....							
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	4				3			
	Colored	1	5	7		4	7	12	14
OVER TWENTY YEARS.									
Army	White	.....							
	Colored	.....							
Navy	White	.....							
	Colored	.....							
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	3			5				
	Colored	1	4	4	3	8	8	12	12
UNKNOWN.									
Army	White	.....							
	Colored	.....							
Navy	White	.....							
	Colored	.....							
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	.....							
	Colored	.....							

Table showing the nativity, as far as could be ascertained, of the 9,217 cases treated.

Native-born.	Number.	Foreign-born.	Number.
District of Columbia	1,108	Ireland	1,646
New York	646	Germany	1,120
Maryland	710	England	213
Virginia	841	France	70
Pennsylvania	495	Canada	77
Ohio	300	Scotland	78
Massachusetts	211	Switzerland	37
Maine	92	Italy	53
Illinois	89	Denmark	82
Connecticut	68	Norway	29
New Hampshire	70	Sweden	34
Indiana	95	Poland	17
Kentucky	81	Prussia	6
Michigan	54	Panama	1
New Jersey	82	Russia	19
Tennessee	48	Austria	19
Wisconsin	35	Nova Scotia	11
Vermont	41	Spain	6
Missouri	46	Holland	10
Rhode Island	32	Wales	11
Delaware	20	Portugal	4
North Carolina	37	Hungary	5
Alabama	24	Mexico	6
South Carolina	19	Saxony	6
Iowa	12	Malta	3
Georgia	28	Belgium	4
Mississippi	24	Buenos Ayres	3
Louisiana	14	Costa Rica	1
West Virginia	24	Bavaria	8
Kansas	5	Sicily	1
Florida	8	British Columbia	1
Texas	12	British Possessions	1
California	7	East Indies (British)	6
Indian Territory	6	West Indies (British)	6
Colorado	1	New Brunswick	2
Arkansas	5	Cuba	2
Montana	1	China	1
Oregon	1	Sandwich Islands	1
Minnesota	2	Coast of Africa	2
Dakota	1	Cyprus	1
Utah	1	Greece	3
		Turkey	1
Total	5,396	New Granada	1
		West Indies (Haiti)	1
		Japan	1
		New Foundland	1
		Total	3,539

RECAPITULATION.

Native-born	5,396
Foreign-born	3,539
Unknown	282
Total	9,217

Form of disease in those admitted.

Disease.	Total past year.	Admitted during year.	Total.	Disease.	Total past year.	Admitted during year.	Total.
Mania, acute	2,591	71	2,662	Dipsomania	442	8	450
Mania, chronic	1,354	20	1,374	Kleptomania	4	.....	4
Melancholia	1,647	116	1,763	Nymphomania	4	.....	4
Dementia	2,084	79	2,163	Imbecility	134	18	152
Dementia, senile	275	35	310	Opium eaters	19	1	20
Paresis	282	11	293	Idiocy	3	.....	3
Typhomania (Bell's disease)	2	.....	2	Not insane	14	2	16
Diffuse suppurative meningitis	1	.....	1	Total	8,856	361	9,217

Tabular statement of the time of life at which the 9,217 cases treated since the opening of the institution became insane.

	Previous to 1893.	1894.	Total.
Under 10 years	212	9	221
Between 10 and 15 years	91	7	98
Between 15 and 20 years	459	11	470
Between 20 and 25 years	1,324	35	1,359
Between 25 and 30 years	1,494	34	1,528
Between 30 and 35 years	1,276	36	1,312
Between 35 and 40 years	977	25	1,002
Between 40 and 45 years	770	29	799
Between 45 and 50 years	621	38	659
Between 50 and 60 years	770	59	829
Between 60 and 70 years	471	45	516
Between 70 and 80 years	174	27	201
Between 80 and 90 years	29	2	31
Over 90	3	.....	3
Unknown	171	2	173
Not insane	14	2	16
Total	8,856	361	9,217

Private patients.

	Male.	Female.	Total.
There were at the beginning of the year	3	.....	3
Admitted during the year	1	.....	1
Whole number under treatment	4	.....	4
Discharged during the year	.....	.....	.....
Died during the year	.....	.....	.....
Remaining at end of the year	4	.....	4

Summary of total admissions.

	Male.	Female.	Total.
Percentage of cases recovered	35.91	25.32	34.09
Percentage of cases improved	15.37	18.88	16.25
Percentage of cases unimproved	2.13	.....	2.56
Percentage of cases died	29.18	30.22	29.67
Percentage of cases remaining	17.41	25.58	17.43
	100	100	100

Admissions, discharges, and deaths, with the mean annual mortality and proportion of recoveries, per cent of the discharges, including deaths, for each year since the opening of the hospital.

Years.	Admitted.			Discharged.												Remaining June 30 in each year.			Daily average.			Percentage of recoveries on discharges.			Percentage of deaths on average numbers.			Percentage of deaths on total number.		
				Recovered.			Improved.			Unimproved.			Died.																	
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1855	26	37	63	....	3	3	....	....	....	....	....	....	....	....	....	26	34	60	19.35	20.65	40.00	....	100.00	100.00	....	....	....	....	....	....
1855–'56	36	11	47	3	2	5	....	....	....	....	1	1	5	3	8	54	39	93	41.20	37.98	70.18	37.50	33.33	35.71	12.13	7.09	10.10	8.06	6.66	7.48
1856–'57	25	27	52	2	4	6	3	1	4	7	3	10	8	8	16	59	50	109	54.55	42.80	97.35	10.00	25.00	16.66	14.66	18.69	16.43	10.13	12.12	11.03
1857–'58	29	14	43	13	5	18	1	1	2	2	..	2	7	6	13	65	52	117	57.70	50.31	108.01	56.52	44.66	51.42	12.13	11.92	12.03	7.95	9.37	8.55
1858–'59	47	18	65	16	5	21	1	4	5	5	3	8	6	4	10	84	54	138	72.93	56.24	129.17	57.13	31.25	47.73	8.22	7.11	7.74	5.36	5.71	5.49
1859–'60	68	24	92	26	7	33	4	3	7	3	2	5	13	5	18	106	61	167	100.68	59.00	159.68	56.52	41.17	52.38	12.91	8.47	11.27	8.55	6.41	7.25
1860–'61	64	31	95	42	11	53	5	2	7	2	....	2	12	7	19	109	72	181	109.76	64.81	174.57	68.85	55.55	65.43	10.93	10.80	10.88	7.06	7.61	7.82
1861–'62	174	12	186	96	8	104	14	1	15	....	....	....	26	10	36	147	65	212	123.75	65.74	189.49	70.59	42.10	67.09	21.01	15.21	19.00	9.18	11.90	9.81
1862–'63	330	25	355	197	6	203	17	1	18	3	3	6	57	4	61	203	76	279	168.41	72.31	240.72	71.89	42.85	70.45	33.84	5.53	25.34	11.95	4.44	10.76
1863–'64	484	25	509	282	6	288	69	1	70	5	....	5	67	8	75	364	86	350	205.73	77.66	283.39	66.66	40.00	65.75	42.56	10.30	20.40	1.75	7.92	9.51
1864–'65	478	36	514	315	9	324	110	12	122	11	....	11	139	8	147	167	93	200	277.42	83.81	361.23	54.78	31.03	53.64	50.10	9.54	40.69	18.73	6.55	17.01
1865–'66	194	28	222	104	5	109	20	7	27	10	1	11	41	12	53	186	96	282	190.92	90.70	281.62	59.42	20.00	54.50	21.47	13.23	18.82	11.35	9.91	10.99
1866–'67	88	21	109	45	7	52	11	3	14	11	1	12	19	14	33	188	92	280	189.06	89.46	279.12	52.32	28.00	46.85	10.02	15.65	11.82	6.93	11.96	8.44
1867–'68	120	33	153	49	15	64	6	2	8	5	1	6	22	5	27	226	102	328	221.17	96.44	317.61	59.75	65.22	60.95	9.95	5.18	9.50	7.14	4.00	6.23
1868–'69	133	35	168	59	11	70	9	6	15	8	2	10	24	9	33	259	109	368	244.55	108.03	352.58	59.00	39.28	54.69	9.81	8.33	9.35	6.70	6.57	6.65
1869–'70	146	36	182	32	8	40	16	8	24	11	3	14	15	3	18	331	123	454	294.69	108.08	402.77	43.24	36.37	41.67	5.09	2.77	4.36	3.71	2.05	3.27
1870–'71	161	34	195	50	12	62	21	7	28	4	3	7	33	11	44	384	124	508	354.34	121.66	476.00	46.30	36.36	43.97	9.31	9.04	9.24	6.70	7.00	6.78
1871–'72	142	44	186	43	8	51	16	13	29	8	1	9	37	7	44	422	139	561	407.21	131.57	538.78	41.34	27.59	38.34	9.09	5.32	8.16	7.04	4.17	6.34
1872–'73	153	51	204	49	15	64	23	5	28	3	5	8	32	13	45	468	152	626	431.03	144.11	575.14	45.70	39.47	44.13	7.42	9.02	7.82	5.56	6.84	5.88
1873–'74	192	38	230	67	12	79	22	8	30	6	3	9	39	11	50	526	156	682	492.44	151.36	643.80	50.00	35.29	47.02	7.92	7.27	7.76	5.91	5.79	5.88
1874–'75	179	51	230	66	9	75	28	22	50	8	3	11	51	7	58	552	166	718	536.46	164.17	700.63	43.13	21.95	38.66	9.50	4.26	8.27	7.23	3.38	6.36
1875–'76	166	47	213	67	17	84	26	10	36	1	....	1	48	18	66	570	168	744	564.78	165.59	730.37	47.18	37.78	45.45	8.49	10.87	9.04	6.68	8.45	7.09
1876–'77	147	51	198	66	17	83	27	13	40	2	....	2	45	7	52	583	182	765	587.41	176.30	763.71	47.80	45.94	46.89	7.66	3.96	6.80	6.22	3.19	5.52
1877–'78	138	44	182	49	11	60	32	9	41	3	4	7	37	9	46	600	193	793	596.82	184.37	781.19	40.49	33.33	38.96	6.19	4.88	5.88	5.13	5.98	4.35
1878–'79	169	53	222	68	24	92	30	7	37	3	1	4	51	12	63	617	202	819	619.10	196.70	815.80	44.73	54.54	46.93	8.23	6.10	7.72	6.63	4.87	6.20
1879–'80	181	44	225	38	14	52	23	10	33	....	3	3	46	13	59	691	206	897	655.34	196.63	851.97	35.51	35.00	35.37	7.01	6.61	6.92	5.76	5.28	5.65
1880–'81	161	62	223	62	10	72	27	9	36	....	6	6	63	18	81	700	225	925	685.37	211.38	896.75	40.78	23.25	36.92	9.19	8.51	9.03	7.39	6.71	7.23
1881–'82	178	69	247	62	21	83	31	8	39	2	5	7	74	27	101	709	233	942	697.10	232.88	929.98	36.69	34.43	36.08	10.61	11.59	10.86	8.44	9.18	8.61
1882–'83	201	64	265	76	19	95	33	16	49	....	6	6	46	17	63	755	239	994	729.89	235.27	965.16	49.05	31.03	44.13	6.30	7.22	6.52	5.05	5.72	5.22
1883–'84	286	64	347	68	13	81	35	8	43	3	1	4	51	16	67	884	262	1,146	797.21	243.27	1,040.48	42.03	34.21	40.51	6.39	6.57	6.44	4.90	5.33	4.99
1884–'85	229	91	320	65	24	89	37	12	49	1	1	2	84	21	105	926	295	1,221	902.41	270.89	1,173.34	34.76	41.37	36.32	9.31	7.75	8.94	7.55	5.95	7.19
1885–'86	234	69	303	55	22	77	58	15	73	2	3	5	79	23	102	966	301	1,267	936.39	283.23	1,219.62	28.35	34.92	29.96	8.54	8.12	8.36	6.81	6.32	6.69
1886–'87	206	62	268	57	15	72	49	17	66	2	1	3	73	19	92	991	311	1,302	956.07	297.36	1,253.43	31.49	28.48	30.90	7.63	6.38	7.34	6.22	5.23	5.99
1887–'88	247	71	318	59	10	69	52	14	66	3	1	4	95	25	120	1,029	332	1,361	1,009.55	315.55	1,325.08	28.23	20.00	26.64	9.41	7.92	9.06	7.67	5.64	7.41
1888–'89	213	67	380	50	20	70	27	27	54	5	2	6	80	28	114	1,075	322	1,397	1,049.99	323.83	1,373.82	29.94	25.97	28.69	8.19	8.65	8.30	6.92	7.02	6.94
1889–'90	274	71	345	39	6	45	43	6	49	....	3	3	112	28	144	1,115	350	1,505	1,108.57	326.53	1,435.10	20.10	13.95	18.12	10.13	8.59	9.76	8.30	7.48	8.04
1890–'91	271	81	352	36	30	66	38	15	53	1	1	2	98	30	128	1,253	355	1,608	1,160.62	344.44	1,505.06	20.81	34.47	26.51	8.44	8.71	8.51	6.87	6.96	6.89
1891–'92	233	70	303	56	12	68	69	13	82	8	3	11	121	32	153	1,232	365	1,597	1,226.64	348.65	1,575.29	22.05	20.00	21.66	9.86	9.18	9.71	8.14	7.53	8.01
1892–'93	261	84	345	57	10	67	46	23	69	4	1	5	140	41	181	1,246	374	1,620	1,255.56	357.02	1,582.58	23.08	13.33	20.81	11.41	11.48	11.44	9.38	9.13	9.32
1893–'94	273	88	361	49	13	62	49	16	65	6	....	6	138	29	167	1,277	404	1,681	1,248.16	369.91	1,618.07	20.24	22.41	20.66	11.31	7.84	10.32	9.08	6.27	8.42

History of the annual admissions since the opening of the hospital, with the discharges and deaths, and the number for each year remaining June 30, 1894.

Years.	Admitted.					Of each year's discharged and died in 1894.												Total discharged and died of each year's admissions.												Remaining of each year's admissions June 30, 1894.		
	New cases.		Relapsed cases.		Total.	Recovered.			Improved.			Unimproved			Died.			Recovered.			Improved.			Unimproved			Died.					
	M.	F.	M.	F.		M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1855	26	37			63													1	3	4	1	1	2	3	4	7	20	27	47	1	2	3
1855–'56	36	11			47													9	6	15	2	1	3	2		2	22	4	26	1		1
1856–'57	24	25	1	2	52													8	6	14	3	3	6	3	4	7	11	11	22		3	3
1857–'58	27	11	2	3	43													16	4	20	2		2	3	1	4	8	8	16		1	1
1858–'59	45	15	2	3	65											1	1	12	5	17	6	5	11	6	2	8	22	6	28	1		1
1859–'60	67	19	1	5	92													36	8	44	9	2	11	3	1	4	18	11	29	2	2	4
1860–'61	60	30	4	1	95													38	15	53	5	3	8	2		2	19	11	30		2	2
1861–'62	172	11	2	1	186													128	4	132	12	1	13	1		1	32	5	37	1	2	3
1862–'63	323	18	7	7	355													228	5	233	36	6	42	2	4	6	62	8	70	2	2	4
1863–'64	462	23	22	2	509										1		1	296	8	304	99	7	106	8		8	76	8	84	5	2	7
1864–'65	452	34	26	2	514										1		1	264	7	271	66	7	73	13	1	14	126	21	147	9		9
1865–'66	182	24	12	4	222										1	1	2	97	5	102	21	4	25	10	1	11	56	15	71	10	3	13
1866–'67	71	18	17	3	109										1		1	42	8	50	6	3	9	8		8	23	7	30	9	3	12
1867–'68	105	28	15	5	153													53	15	68	7	6	13	6	2	8	39	9	48	15	1	16
1868–'69	114	32	19	3	168				1		1							51	10	61	18	9	27	9	2	11	42	14	56	13		13
1869–'70	130	26	16	10	182													35	11	46	23	9	32	11	3	14	58	8	66	19	5	24
1870–'71	147	28	14	6	195													52	10	62	25	9	34	4	2	6	61	12	73	19	1	20
1871–'72	120	38	22	6	186										1	1	2	54	14	68	18	8	26	9	5	14	38	11	49	23	6	29
1872–'73	130	37	23	14	204										2		2	49	14	63	27	12	39	2	5	7	52	17	69	23	3	26
1873–'74	165	28	27	10	230										2		2	84	12	96	19	11	30	4	1	5	65	10	75	22	4	26
1874–'75	155	37	24	14	230											1	1	65	12	77	35	14	49	5	3	8	58	17	75	16	5	21
1875–'76	136	37	30	10	213										3		3	60	18	78	31	9	40	1		1	50	12	62	24	8	32
1876–'77	119	37	28	14	198										2		2	51	18	69	29	13	42	2	2	4	53	11	64	12	7	19
1877–'78	109	31	29	13	182										1	1	2	50	14	64	26	5	31	2	2	4	45	15	60	15	8	23
1878–'79	138	42	31	11	222													56	22	78	35	5	40	4	3	7	48	14	62	27	9	36
1879–'80	159	33	22	11	225										2		2	60	13	73	24	10	34		4	4	64	13	77	32	4	36
1880–'81	135	51	26	11	223							1		1	2	1	3	57	12	69	25	16	41	2	4	6	49	24	73	29	6	35
1881–'82	151	59	27	10	247										3		3	56	15	71	34	8	42	3	6	9	57	27	84	28	13	41
1882–'83	169	51	32	13	265										2	1	3	66	19	85	37	16	53	2	1	3	54	16	70	42	12	54
1883–'84	245	54	41	7	347	1		1	1		1				7		7	76	16	92	57	11	68	2		2	111	21	132	40	13	53
1884–'85	203	72	26	19	320					1	1				2	1	3	71	24	95	54	15	69	2	2	4	68	27	95	34	23	57
1885–'86	205	57	29	12	303										2	1	3	58	16	74	44	13	57	4	2	6	79	19	98	49	19	68
1886–'87	184	52	22	10	268										5	1	6	35	12	47	31	20	51	1		1	74	16	90	65	14	79
1887–'88	230	62	17	9	318										4	1	5	67	21	88	43	16	59	1		1	84	21	105	51	13	64
1888–'89	190	58	23	9	280										6	1	7	43	14	57	34	15	49	1	4	5	78	17	95	56	17	73
1889–'90	258	63	16	8	345	1		1	1	1	2				4	2	6	48	15	63	46	13	59		2	2	95	21	116	85	20	105
1890–'91	256	76	15	5	352	2	1	3	8		8				12		12	43	21	64	54	10	64	3	3	6	83	16	99	88	31	119
1891–'92	218	64	15	6	303	3	1	4	3	2	5				14	1	15	45	9	54	34	16	50	5	1	6	56	18	74	92	19	111
1892–'93	236	69	25	15	345	20	6	26	15	7	22	1		1	27	4	31	53	10	63	30	18	48	4			53	10	63	121	53	174
1893–'94	248	82	25	6	361	22	5	27	20	5	25	4		4	31	10	41	22	5	27	20	5	25	4			31	10	41	196	68	264
Total	6,602	1,580	735	300	9,217	49	13	62	49	16	65	6		6	138	29	167	2,635	476	3,111	1,128	355	1,483	157	77	234	2,140	568	2,708	1,277	404	1,681

The number of admissions, 361, or nearly 1 a day, is an excess over that of any year since the war, while the whole number under treatment during the year, 1,981, exceeds that of any other year in the history of the hospital.

The mortality of the year, 167 deaths, is a little more than 10 per cent of the daily average number under care, and something less than 8½ per cent of the whole number under treatment. This is about 1 per cent less than that of the previous year, and, considering the advanced age of so large a proportion of the inmates, and the unhealthy condition of the flats on the Eastern Branch of the Potomac, the showing is a favorable one. The filling of the Potomac flats by the U. S. Government, especially those of the Eastern Branch, is doubtless a grand hygienic work for the future of Washington and its vicinity, but the transition stage, with the slow rate at which the work is being prosecuted, means only an increase of malaria and death for the present generation. In the three years since the mud bars were thrown up, to cut off the swash channel on the river front adjoining the hospital grounds, the consumption of quinine among the inmates has more than doubled, while the unaided efforts of nature have made but slow progress in filling this broad expanse of nearly stagnant water, that each low tide changes to mud which has no salt to savor it, and is a constant menace to the health of the inmates of St. Elizabeth. These poor people can not go to the mountains in the later summer and the early autumn to escape the miasm, and no legislative body has any moral right by undertaking improvements, to simply stagnate the river marshes, "as a madman who casteth firebrands, arrows, and death," and then, by long delay of appropriations, to grimly say, "Am not I in sport?"

Now, nearly thirty years removed from the war, there begins to be a falling off in the number of its veterans admitted.

The great army of the unemployed, however, has come in to swell the number received from the District of Columbia, so that during the past year the increment of hospital inmates is considerable, and it is doubtful if the maximum has yet been reached. An institution for the insane is not to be congratulated on account of, or deemed happy in proportion to, the number of its inmates. The sole compensation for increasing numbers is found in the opportunity thereby afforded for special accommodations for the different classes of the insane. The frequent extensions required at St. Elizabeth have been made with a constant eye to this end, and the result is, that with each addition a certain approximation has been made to a complete provision for the insane. When the farm laborers among the inmates have been provided with those homes for which appropriations are now asked, our greatest present want in the direction of complete provision for the different classes in distinct buildings will have been met, and, except for some unexpected increase in numbers, the era of construction may then be regarded as practically closed. It will still remain to perfect the practical working of the hospital along the lines thus indicated, those lines of everyday labors, routine daily work that is humble enough, yet work that in the highest sense and in its fullest development partakes of the nature of infinity, and is never complete, done as it is for a class of whom it has been truly said, they are "always with you, and whensoever ye will ye may do them good."

The successful management of the insane in a community is an important social problem in this age of the world when the fact is now generally recognized that their increase is out of proportion to the total increase iu population. Whatever may be done for the prevention of

insanity, and much may properly be attempted by the community at large in this direction, it still remains a fact that insanity has come into our civilization to stay and to be provided for. This is a penalty that we pay for modern intellectual development with its intenser activities of brain and nerve, its high-pressure modes of business with artificial ways of life, and its fierce struggle for existence with the stern law of the survival of the fittest controlling the issue. If we add to this that whereas Lycurgus strengthened the race by exposing the physically unfittest in the wilds of Tajetus, while our philanthropy gathers into hospitals and alms-houses these deteriorated ones who have fallen out in the battle of life, and so perpetuates the deterioration, we have an abundant answer to the question why insanity increases.

The successful care, not to say cure, of the insane depends very much on their environments. In the active stage of his disease if the insane man can be made contented with his surroundings, a great stride has been made toward recovery, if a cure in his case is possible. It is true that some of the insane are never content; a morbid unrest dominates them, and a window looking into paradise would hardly divert their attention from themselves. Still, with a majority of mankind, sane as well as insane, some form of occupation is essential to contentment. The idle man is discontented because he has nothing to do, and if you leave the insane man in idleness you are apt to add incurability to his discontent. How to get the insane to work, how to divert their minds to some more healthy exercise than their delusions, is a problem to which those responsible for their care have devoted much careful study.

The condition is a far more difficult one than that of the criminal, where labor can be made compulsory. The insane can not be compelled to work even for their own good. It is foreign to the humanity that underlies all proper care of the insane that the hospital should become a house of correction. What inducements, what incentives, can be offered? Money, which is the motive power that sweetens toil in the world at large, might draw out much dormant energy even among the insane, but it is doubtful if the actual money value of the insane man's work would satisfy his own estimates, and it is even more doubtful if the limited appropriations for his support could bear its disbursement. Yet, without this, in a well-regulated hospital where the value of occupation for the insane is fully recognized as the most important single element in their successful management, much can be accomplished in the direction of employment. A pervading spirit throughout the whole establishment that everybody who is physically able should do something, because it is better for him and is expected of him, will aid very much, while an indifferent spirit on the subject will soon bring labor into disrepute. Aside from those who are physically ill or otherwise disqualified for labor, the good things of a hospital should be given in preference to those who work; the special favors, the liberty of the grounds, the excursions to the city, the trips down the river, the visits to the Zoo and the circus, articles of special clothing, and more varied diet should be understood to be the legitmate rewards of labor, and, as far as possible, such discrimination should be in favor of those who work. As a matter of fact, at the Government Hospital for the Insane many things come in to prevent the carrying out of this plan in its entirety. The provision for Army and Navy officers, for special patients, for old soldiers whose small pensions are intended, in part at least, to be spent for clothing of their own selection, and special comforts and little outings, all of which are but proper and right, prevents a clear dis-

tinction in favor of the working patients and makes the rewards of labor less apparent to the household.

The colony at Godding Croft, our new farm, need have no such drawbacks. There an aristocracy of labor is to be recognized and rewarded with the fullest liberty, the most homelike arrangement, and consequent contentment. A part of the hours of labor of these patients will, under suitable supervision, be devoted to the cultivation of grounds of their own, thus enabling them to enjoy fruits and vegetables of their own raising. With the erection of their cottages, rooms are to be provided for their indoor occupations and amusements in inclement weather, which, with the care of the roads and grounds, the young stock, poultry, etc., will leave no room for idleness. Anyone becoming indifferent to his work and failing to recognize the dignity of labor there will be returned to the hospital and another selected to take his place, it being intended that the number privileged with a home there shall be limited, that there shall be no vacancies in their ranks, and no drones in the hive. An abundant water supply will be provided there this autumn, and it is confidently hoped that Congress will no longer delay making the necessary appropriation for cottages and barracks. That farm is being rapidly brought under successful cultivation, and the fields that had so long lain neglected are producing abundant harvests. In the near future it may be relied on to furnish the principal supply of fruits and vegetables, also afford grazing for the young stock, and a home for many of our harmless working insane.

Estimates for the fiscal year ending June 30, 1896.

For current expenses	$363,000
For general repairs and improvements	16,001
Special improvements, viz:	
Additional accommodations for the insane	25,000
Rebuilding shops	7,000
Fireproof stairways and sanitary towers for the relief and Dawes buildings	6,000
Laboratory extension	1,500

The estimate for current expenses is for the support, clothing, and treatment in the Government Hospital for the Insane, of the insane from the Army and Navy, Marine Corps, Revenue-Cutter Service, inmates of the National Home for Disabled Volunteer Soldiers, persons charged with or convicted of crime against the United States, who are insane, all persons who have become insane since their entry into the military or naval service of the United States who have been admitted to the hospital, and who are indigent; also the indigent insane of the District of Columbia.

The basis of estimate is an annual cost of $220 per capita for an estimated average number of 1,650 of the above classes. This appropriation has for years been divided between the sundry civil and District bill. Following the rate of previous years, the increase in that in the District bill being based on the increase of the number of the District patients during the past year, the amount in that bill will be $102,260, leaving $260,740 to be provided in the sundry civil bill.

Of this sum it is requested that not exceeding $1,500 may be used to defray the expense of the return of patients to their friends.

For general repairs and improvements the sum of $16,000 is asked. Every cent of it will be needed to maintain the very extensive plant of buildings without deterioration, and to properly care for and develop the grounds which are year by year growing more beautiful, and are

recognized as among the most attractive of the Government reservations within the District limits.

It becomes necessary, in order to relieve the present serious overcrowding, to provide additional accommodations during the coming year for not less than 100 patients. This is in addition to the buildings now being erected for epileptic male insane. With those buildings completed the comfortable accommodations will not exceed 1,550, while the number of inmates remaining June 30, 1894, was 1,681. Plain but convenient and comfortable buildings for patients able to labor can be built for $250 per capita, and the sum of $25,000 is asked for such provision.

The cabinet and machine shop now entering on its fortieth year is no longer in a condition to be used with safety, and must be rebuilt on a secure site.

On account of the unsafe condition of the walls of the old shop it has been necessary to take the building erected for the employment of the patients, for the carpenter and cabinet work that is a daily necessity of the hospital, even though the patients are thereby deprived of their occupation. As it was not possible to move the pipe machine and lathes, the walls have been shored up and the pipe and iron work is still carried on in this crumbling structure. This ought not to be so. The sum of $7,000 is asked to rebuild on an enlarged plan, suited to present needs.

The relief building provides for 250 patients and has no iron stairs. The water-closets now in the wards of this building should be removed to a sanitary tower constructed with fireproof iron stairways, opening from the wards, affording a means of ordinary egress and a ready fire escape for the inmates. The same arrangement of closets and fire escape is required for the Dawes Building. It is estimated that the proper changes, including fire escapes, can be made for $6,000.

The sum of $1,500 is asked for a laboratory extension to the pathological department. This is essential to the pathological work that has been carried on at the hospital with such satisfactory results for the past eight years. The value of the work to the student of the pathology of insanity is out of all proportion to the relatively small sum that is asked in the interest of intelligent scientific research. Special attention is called to the very valuable pathological supplement accompanying this report.

Our acknowledgments are due to many friends who have kindly aided us in our evening entertainments with dramatic and concert presentations. Mr. Copeland has again furnished tasteful and appropriate decoration for our large assembly hall for Easter Monday.

The American Sunday School Union, of Philadelphia, has from week to week sent us a liberal package of their illustrated publications, which have been appreciated by our inmates.

Mrs. A. J. Rowland, before leaving us, presented the wards with a number of very appropriate framed pictures as a pleasant reminder of her continued interest in St. Elizabeth and its inmates. Our best wishes go with her. Another member of the board has given useful and attractive scrapbooks of cuts and engravings for the tables of our ward parlors.

To Chief Engineer George W. Baird, U. S. Navy, we are especially indebted for a careful study of our buildings with plan and specification for an electric-light plant, which we hope may shortly be put to use and prove a useful guide for the contemplated work.

During the past year the hospital has provided for well-nigh 2,000 insane. We think the general service was never more efficient or the work better done than to-day. There have been no changes in the medical staff, and but few in the subordinate officers. As year by year the hospital grows toward completeness in its buildings and its appointments, the wisdom of the liberal provision here made for these afflicted wards of the nation becomes apparent, the institution itself reflecting credit on the Government that founded and maintains it.

Commending its varied interests and important work to Congress, that has never failed to make provision for its needs,

We are, sir, very respectfully,

J. M. TONER,
President.
W. W. GODDING,
Secretary Ex Officio.

Hon. HOKE SMITH,
Secretary of the Interior.

GOVERNMENT HOSPITAL FOR THE INSANE,
Washington, D. C., August 31, 1894.

SIR: In accordance with the act of Congress, approved June 4, 1880, requiring the Superintendent of the Government Hospital for the Insane to make a report to Congress annually of the detailed expenditures of the hospital for the preceding fiscal year, I have the honor to submit the following statement.

I am, sir, very respectfully, your obedient servant,

W. W. GODDING,
Superintendent.

Hon. HOKE SMITH,
Secretary of the Interior.

Supplementary to June 30, 1893.

On hand, support	$61.78
On hand, repairs and improvements	160.26
	222.04

EXPENDITURES.

Furniture, fixtures, etc	$29.78
Freight and hauling	3.00
Lumber, doors, etc	52.88
Books and periodicals	6.00
On hand, support	23.00
On hand, repairs and improvements	107.38
	222.04

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1893 (supplementary).

Date.	Furnished by—	Voucher No.	Furniture, fixtures, etc.	Freight and hauling.	Lumber, doors, etc.	Books and periodicals.	Total.
1893. June 30	Louis A. Dieter	1220	$29.78				
	Geo. W. Knox Express	1221		$3.00			
	Campbell & Burditt	65			$52.88		
	The Washington Post Co	1222				$6.00	
			29.78	3.00	52.88	6.00	$91.66

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894.

SUBSISTENCE.

Date.	Furnished by—	Voucher No.	Flour, meal, and crackers.	Ice.	Butter, cheese, and eggs.	Fresh meat.	Salt and smoked meats.	Fish and poultry.	Tea and coffee.	Sugar and molasses.	Lard.	Fruits and vegetables.	Other groceries.	Grand total.
1893.														
July 22	Rose Howard	6										$40.93		
22	Abe Wilkerson	8										84.75		
31	A. H. Grimes	13										10.00		
31	A. Repetti	16										11.85		
31	J. P. Alexander	17										4.80		
31	John D. Broadus	18										114.34		
31	John R. Kelly	19					$55.70							
31	Hyman Powdermaker	21				$1,796.06								
31	D. Wm. Oyster	22			$91.49									
31	Geo. M. Oyster	23			670.12									
31	Thos. Gray	24										66.53		
31	B. Charlton & Co	25	$904.22											
31	B. B. Earnshaw & Bro	28	22.00										$34.14	
31	C. A. Gambrill Manufacturing Co	29	917.35											
31	Jas. F. Oyster	31			1,601.01									
31	E. J. Adams & Co	33										347.27		
31	Jas. L. Barbour & Son	36								$1,021.46			183.45	
31	Somerset R. Waters	39								283.48				
31	Jas. L. Barbour & Son	40	231.40											
31	Great Falls Ice Co	42		$159.70										
31	The Hygienic Ice Co	43		473.70										
31	Frank Hume	44					340.30		$468.32		$141.52			
31	Mary P. Godding	48										67.85		
Aug. 18	John D. Broadus	88										8.60		
19	A. Repetti	89										2.40		
19	J. P. Alexander	90										2.40		
19	Rose Howard	91										46.12		
31	Mary P. Godding	103										73.43		
31	Bosee, Medairy & Co	108			25.52									
31	Hyman Powdermaker	109				2,361.24								
31	Geo. M. Oyster	112			676.94									
31	Frank Hume	113					332.87		566.28				29.29	
31	Jas. L. Barbour & Son	114											226.31	
31	The Hygienic Ice Co	123		647.02										
31	Jas. F. Oyster	125			1,522.92								80.40	

	30	Jas. F. Oyster	190			1,810.59							
	30	Levi Baker	192									30.00	
	30	F. J. Dessoir	202										96.52
	30	Austin Nichols & Co	206										116.24
	30	Chas. E. Ahrens	207					150.00		202.30			31.66
	30	W. R. Brown	218										40.00
	30	Adams & Brawner	219					8.07					
	30	G. Taylor Wade	222									66.80	
	30	The Hygienic Ice Co	223		511.31								
	30	J. J. Hogan	224					108.40					
	30	H. L. Strang	225									231.35	
	30	B. Charlton & Co	234	30.05									
	30	R. A. Golden	240					534.42					
	30	E. J. Adams & Co	264									224.95	
	30	Dalla E. Brady	265									229.25	
	30	Francis H. Leggett & Co	266										93.84
Oct.	28	Rose Howard	280									26.25	
	31	J. Hillman	288				328.85						
	31	Somerset R. Waters	289						88.48	1,250.30			187.00
	31	Chas. E. Ahrens	293					1 lb.		47.52			41.10
	31	C. A. Gambrill Manufacturing Co	297	1,985.55									
	31	Jas. L. Barbour & Son	298							477.99			593.17
	31	G. G. Cornwell & Son	300	118.57					259.33				348.21
	31	E. G. Quaid	305					13.00					
	31	Hyman Powdermaker	306				2,031.74						
	31	D. Wm. Oyster	309			365.54							
	31	Frank Hume	311					726.47		806.46		313.10	5.93
	31	Jas. F. Oyster	313			448.04							
	31	J. C. Ergood & Co	314										6.40
	31	B. B. Earnshaw & Bro	315	183.00						14.70			234.88
	31	Mary P. Godding	321									40.43	
Nov.	29	D. Wm. Oyster	370			358.44							
	29	Poole & Brooke	379										96.34
	29	Jas. L. Barbour & Son	382							273.99			156.20
	29	Somerset R. Waters	383						63.56	288.77			57.15
	29	Babbitt & Crown	384					347.06					
	29	J. Hillman	385				420.37						
	29	Hyman Powdermaker	386				2,027.16						
	29	Jas. F. Oyster	389			1,765.13							
	29	C. A. Gambrill Manufacturing Co	391	702.35									
	29	B. B. Earnshaw & Bro	394	31.50									117.03

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SUBSISTENCE—Continued.

Date.	Furnished by—	Voucher No.	Flour, meal, and crackers.	Ice.	Butter, cheese, and eggs.	Fresh meat.	Salt and smoked meats.	Fish and poultry.	Tea and coffee.	Sugar and molasses.	Lard.	Fruits and vegetables.	Other groceries.	Grand total.
1893.														
Nov. 29	C. Denekas	397											$84.46	
29	Jas. La Fontaine	399						$70.83						
29	W. R. Brown	403											62.70	
Dec. 30	Mary P. Godding	442										$109.83		
30	G. G. Cornwell & Son	449	$141.93						$372.49				222.09	
30	Wm. J. Griffiths	454											130.13	
30	Chas E. Ahrens	458								$134.88			396.83	
30	Francis H. Leggett & Co	462											53.10	
30	F. J. Dessoir	465											97.57	
30	Austin Nichols & Co	467	34.55										119.45	
30	C. A. Gambrill Manufacturing Co	469	952.35											
30	Adams & Brawner	470						42.40						
30	E. J. Adams & Co	471										629.48		
30	J. Hillman	478					$257.38							
30	Golden, Love & Co	480			$12.43			395.81						
30	Hyman Powdermaker	482				$1,973.48								
30	H. L. Strang	485										172.96		
30	R. A. Golden	486						768.19						
30	Somerset R. Waters	489							63.00	292.47			66.25	
30	Willis Worster	490										18.06		
30	The Hygienic Ice Co	492		$775.87										
30	C. Denekas	493											32.77	
30	J. J. Hogan	497						268.00						
30	Browning & Middleton	498							19.80				109.82	
30	W. R. Brown	501											42.50	
30	L. M. Cook & Co	505						33.94						
1894.														
Jan. 15	J. B. Hamilton	538										286.96		
22	Dalla E. Brady	545										7.00		
31	Jas. F. Oyster	555			4,827.36									
31	Frank Hume	556					1,150.06		1,329.72		$495.52	65.00	120.32	
31	Hyman Powdermaker	571				2,124.94								
31	J. Hillman	572					247.59							
31	B. B. Earnshaw & Bro	575	41.50							12.54			622.52	
31	Jas. L. Barbour & Son	580	7.41							568.68			441.34	
Feb. 14	J. B. Hamilton	608										420.93		

	28	Austin Nichols & Co	623	36.70									63.66	
	28	A. P. Swoyer & Co	627										57.60	
	28	Wm. J. Griffiths	632										123.34	
	28	Arthur H. Bailey	639										488.44	
	28	Phillips Bros	644				38.09							
	28	George Voneiff	645	30.00										
	28	Willis Worster	648									9.00		
	28	J. E. Bayliss	650									1.00		
	28	Richards & Co	653										24.00	
	28	George J. Mueller	655										110.23	
	28	N. W. Burchell	657										71.95	
	28	L. M. Cook & Co	658					20.16						
	28	Hyman Powdermaker	671				1,815.70							
	28	J. Hillman	672					126.82						
	28	W. R. Brown	674										111.50	
	28	Golden, Love & Co	676			79.80			264.41					
	28	Schafer & Clary	677									92.45		
	28	J. J. Hogan	679						319.40					
	28	J. C. Ergood & Co	680	18.38									92.07	
	28	James F. Oyster	681			1,641.51								
	28	B. Charlton & Co	685	86.66										
	28	Browning & Middleton	686										61.89	
	28	Poole & Brooke	687									13.49		
	28	G. Taylor Wade	688									200.50		
	28	B. B. Earnshaw & Bro	691	20.00									288.18	
	28	Frank Hume	692					397.88		546.08	111.87		17.87	
	28	E. J. Adams & Co	693									363.88		
	28	R. A. Golden	694						644.52					
	28	James L. Barbour & Son	695	2.85							281.56		218.52	
	28	The Hygienic Ice Co	698		408.10									
	28	Rabbitt & Crown	701						462.92					
Mar.	30	W. W. Conner	734			15.32								
	31	E. J. Adams & Co	743									167.50		
	31	J. Hillman	744					256.22						
	31	Jas. L. Barbour & Son	748	7.41							331.33		305.40	
	31	B. B. Earnshaw & Bro	749	130.00									435.20	
	31	Frank Hume	750					66.65		353.03	111.24		5.40	
	31	Hyman Powdermaker	751				1,955.38							
	31	Jas. F. Oyser	753			2,080.24								
	31	G. G. Cornwell & Son	754	133.84						158.98			63.95	
	31	Somerset R. Waters	757							172.20	329.93		21.50	
	31	C. A. Gambrill Manufacturing Co	758	1,842.20										
	31	R. A. Golden	759					4.75	441.45					
	31	H. L. Strang	761									103.35		
	31	Rabbitt & Crown	762						35.80					
	31	Browning & Middleton	764										38.74	
	31	Golden, Love & Co	767			144.60			46.40					

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SUBSISTENCE—Continued.

Date.	Furnished by—	Voucher No.	Flour, meal, and crackers.	Ice.	Butter, cheese, and eggs.	Fresh meat.	Salt and smoked meats.	Fish and poultry.	Tea and coffee.	Sugar and molasses.	Lard.	Fruits and vegetables.	Other groceries.	Grand total.
1894.														
Mar. 31	Schafer & Clary	771										$35.00		
31	J. C. Ergood & Co	774											$40.71	
31	Wm. R. Brown	785											44.50	
31	J. J. Hogan	786						$84.00						
31	The Hygienic Ice Co	789		$254.35										
31	W. S. Anderson & Co	794										32.00		
31	Mary P. Gedding	796										159.42		
31	Thos. T. Keane	797				$12.20								
Apr. 9	W. W. Conner	816			$4.18									
21	Graftin Owens	819										20.00		
30	Francis H. Leggett & Co	836											23.75	
30	Chas. E. Ahrens	843						255.00		$274.20			43.38	
30	Wm. J. Griffiths	844											138.64	
30	F. J. Dessoir	855											26.54	
30	J. Hillman	859					$216.97							
30	Hyman Powdermaker	860				2,114.21	3.20				$29.40			
30	The Hygienic Ice Co	862		263.61										
30	G. G. Cornwell & Son	864	$62.69						$153.37				118.09	
30	H. L. Strang	867										102.40		
30	Thos. T. Keane	870				41.04								
30	Golden, Love & Co	871						51.93						
30	W. R. Brown	873											47.00	
30	E. J. Adams & Co	874										166.30		
30	Somerset R. Waters	875							178.92	348.78			39.50	
30	J. C. Ergood & Co	876											29.49	
30	Frank Hume	877					185.12		381.81		137.50		73.31	
30	Willis Worster	878										14.00		
30	Poole & Brooke	879											19.87	
30	Browning & Middleton	880											45.44	
30	Rabbitt & Crown	881						37.65						
30	J. J. Hogan	882						50.80						
30	Jas. F. Oyster	883			1,882.03									
30	Jas. L. Barbour & Son	884	5.70							331.10			267.84	
30	B. B. Earnshaw & Bro	885											230.50	
30	R. A. Golden	886						305.15						
30	G. Taylor Wade	888										272.00		
30	C. Denekas	893											121.15	
30	Mary P. Gedding	896										48.68		
Mar. 31	Austin Nichols & Co	917	72.40										68.40	

31	Chas. E. Ahrens	936						100.00		62.86			
31	C. A. Gambrill Manufacturing Co	937	1,077.35										
31	Francis H. Leggett & Co	939										11.75	
31	W. R. Brown	942										38.00	
31	The Hygienic Ice Co	943		381.94									
31	Golden, Love & Co	944						73.40					
31	Bryant, Foster & Co	946									5.40		
31	J. C. Ergood & Co	947										21.34	
31	Frank Hume	949					262.05		443.12			27.01	
31	Jas. L. Barbour & Son	950								323.53		290.58	
31	E. J. Adams & Co	951									108.08		
31	J. Hillman	952					212.15						
31	Jas. F. Oyster	953			520.93								
31	R. A. Golden	954						262.73					
31	Smith, Kline & French Co	955										13.58	
31	G. G. Cornwell & Son	956	82.51						145.41			129.30	
31	Thos. T. Keane	957				57.97							
31	Somerset R. Waters	960							149.24	322.13		36.75	
31	Hyman Powdermaker	961				2,096.56							
31	W. W. Conner	962			5.18								
31	J. B. Bryan & Bro	967									20.00		
31	Wilkins & Co	968			36.72								
31	Poole & Brooke	970										13.05	
31	Browning & Middleton	971										38.74	
31	Mackall Bros. & Flemer	972										10.32	
31	H. L. Strang	975									93.70		
31	G. Taylor Wade	976									538.31		
31	B. B. Earnshaw & Bro	977										131.98	
31	Rabbitt & Crown	978						43.76					
31	Mary P. Godding	987									55.90		
31	Austin Nichols & Co	1005										21.37	
June 9	M. Edelen	1006									116.70		
18	W. W. Conner	1009			1.63								
23	Rose Howard	1012									118.49		
30	John D. Broadus	1018									65.50		
30	James Dundon	1019							322.92				
30	Edwin M. Roberts	1026							20.00				
30	Somerset R. Waters	1027							619.64	927.03		30.50	
30	Jas. F. Oyster	1028			1,554.74								
30	M. Edelen	1029									21.00		
30	Austin Nichols & Co	1036										10.87	
30	C. A. Gambrill Manufacturing Co	1037	625.00										
30	Chas. E. Ahrens	1044						75.00				15.12	
30	Hyman Powdermaker	1047				2,382.33							
30	J. Hillman	1048					250.52						
30	Frank Hume	1049					323.93		421.67		73.14		.90

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SUBSISTENCE—Continued.

Date.	Furnished by—	Voucher No.	Flour, meal, and crackers.	Ice.	Butter, cheese, and eggs.	Fresh meat.	Salt and smoked meats.	Fish and poultry.	Tea and coffee.	Sugar and molasses.	Lard.	Fruits and vegetables.	Other groceries.	Grand total.
1894.														
June 30	B. B. Earnshaw & Bro	1050	$20.00										$81.03	
30	Jas. L. Barbour & Son	1052	2.85							$328.13			166.00	
30	Browning & Middleton	1063											59.38	
30	R. A. Golden	1064						$234.87						
30	H. L. Strang	1066										$86.90		
30	G. Taylor Wade	1067										155.17		
30	The Hygienic Ice Co	1072		$569.50										
30	E. J. Adams & Co	1075										281.50		
30	Rabbitt & Crown	1076						21.04						
30	Bryant, Foster & Co	1081										95.43		
30	W. R. Brown	1082											42.50	
30	J. B. Bryan & Bro	1083											30.00	
30	Thos. T. Keane	1086				$19.47								
30	Golden, Love & Co	1087						153.34						
30	Lewis K. Bailey	1090					$1.68							
30	G. G. Cornwell & Son	1091	62.13						$62.25				120.34	
30	C. Denekas	1094											62.15	
30	Poole & Brooke	1098											38.52	
30	Jos. Phillips	1118					3.92							
30	Mary P. Godding	1124										96.83		
	Total		14,753.97	4,445.10	$23,060.81	25,171.85	6,576.97	6,933.85	8,793.93	9,300.80	$1,413.38	7,273.97	11,100.91	$118,825.54

Date.	Furnished by—	Voucher No.	Furniture, fixtures, etc.	Bedding.	Table and towel linen.	Utensils, crockery, etc.	Kitchen fittings.	Laundry supplies.	Carpets.	Hard coal.	Soft coal.	Wood.	Lights, oils, etc.	Charcoal.	Grand total.
1893.															
July 22	S. G. Gregory	7				$3.00									
31	J. N. Gunnell	15												$36.00	
31	Weaver, Kengla & Co	30						$195.27							
31	D. C. Jones	32		$279.75											
31	Johnson Bros	34										$284.21			
31	Frank Hume	44						7.90							
Aug. 12	Paul Hiser & Bro	79				35.00									
30	Jas. N. Gunnell	100												12.00	
31	D. A. Windsor	107		104.25											
31	The Harvard Co	111	$37.00												
31	Weaver, Kengla & Co	118						197.14							
31	Smith & Anthony Co	119					$240.00								
31	Bramhall, Deane & Co	122				1,117.47									
31	L. W. Loomis	124				1,524.70									
Sept. 19	Jas. N. Gunnell	164												12.00	
30	Louis A. Dieter	186	553.45												
30	Geo. L. Sheriff	191									$5,881.49				
30	Chas. T. Carter & Co	194				71.77									
30	Chas. H. Nicolai	195											$157.94		
30	A. P. Swoyer & Co	199					47.71								
30	Jas. M. Shaw & Co	203				77.34									
30	John E. Frymier	210				19.55									
30	H. Kohnstamm & Co	227						60.01							
30	The Manhattan Supply Co	228				146.00									
30	A. J. Fish & Co	229					148.50								
30	W. B. Moses & Sons	233	16.65						$46.25						
30	Troy Laundry Machine Co	268						85							
30	A. H. Chace & Bro	270	3.40												
Oct. 24	Jas. N. Gunnell	275												12.00	
31	Chas. B. Jennings	292				238.36									
31	H. Kohnstamm & Co	295						65.95							
31	Henry C. Harper	296			$180.43										
31	R. J. Kennedy	301								$2,212.39					
31	R. J. Kennedy	302								1,922.10					
31	H. Hoffa	304	4.00												
31	L. W. Loomis	307				597.00									
31	J. G. Taylor	308	96.25												
31	J. C. Ergood & Co	314						38.98							
31	Weaver, Kengla & Co	320						312.00							

Admissions and discharges—Continued.

		Males.			Females.			Total.	
ADMITTED DURING THE YEAR 1894.									
Army	White	116							
	Colored	4	120					120	
Navy	White	21							
	Colored	1	22					22	
Marine-Hospital Service	White	1							
	Colored	.....	1					1	
Civil life	White	88			60				
	Colored	42	130	273	28	88	88	218	361
UNDER TREATMENT DURING THE YEAR.									
Army	White	840			2				
	Colored	17	857		.....	2		859	
Navy	White	93							
	Colored	1	94					94	
Marine-Hospital Service	White	23							
	Colored	3	26					26	
Civil life	White	375			311				
	Colored	167	542	1,519	149	460	462	1,002	1,981
DISCHARGED DURING THE YEAR—RECOVERED.									
Army	White	20							
	Colored	.....	20					20	
Navy	White	5							
	Colored	.....	5					5	
Marine-Hospital Service	White	3							
	Colored	.....	3					3	
Civil life	White	11			11				
	Colored	10	21	49	2	13	13	34	62
DISCHARGED DURING THE YEAR—IMPROVED.									
Army	White	24							
	Colored	.....	24					34	
Navy	White	2							
	Colored	.....	2					2	
Marine-Hospital Service	White	.....							
	Colored	.....							
Civil life	White	18			14				
	Colored	5	23	49	2	[a]16	16	49	65
DISCHARGED DURING THE YEAR—UNIMPROVED.									
Army	White	2							
	Colored	.....	2					2	
Navy	White	.....							
	Colored	.....							
Marine-Hospital Service	White	1							
	Colored	.....	1					1	
Civil life	White	3						6	
	Colored	.....	3	6				6	6

Admissions and discharges—Continued.

		Males.			Females.			Total.	
DECEASED DURING THE YEAR.									
Army	White	85							
	Colored	1	86					86	
Navy	White	10							
	Colored	.....	10					10	
Marine-Hospital Service	White	2							
	Colored	.....	2					2	
Civil life	White	26			17				
	Colored	14	40	138	12	29	29	69	167
REMAINING JUNE 30, 1894.									
Army	White	708			2				
	Colored	16	724		.....	2		726	
Navy	White	76							
	Colored	1	77					77	
Marine-Hospital Service	White	17							
	Colored	3	20					20	
Civil life	White	318			269				
	Colored	138	456	1,277	133	402	404	858	1,681

The patients from civil life remaining June 30, 1894, are classified as follows:

	Males.	Females.	Total.
District of Columbia, transient	64	23	87
District of Columbia, resident indigent	296	360	656
United States convicts and criminals	79	9	88
Private patients	4	.....	4
Total	443	392	835

Monthly changes of population.

Date.	Admitted.			Discharged.						Total discharges, including deaths.
							Died.			
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
July, 1893	24	6	30	6	4	10	9	2	11	21
August, 1893	16	5	21	13	2	15	15	3	18	33
September, 1893	12	9	21	13	4	17	11	2	13	30
October, 1893	16	3	19	9	3	12	7	2	9	21
November, 1893	25	7	32	5	1	6	8	4	12	18
December, 1893	49	4	53	6	1	7	15	3	18	25
January, 1894	32	7	39	4	3	7	11	3	14	21
February, 1894	35	13	48	17	1	18	13	4	17	35
March, 1894	21	6	27	6	7	13	9	2	11	24
April, 1894	9	16	25	11	1	12	14	1	15	27
May, 1894	21	8	29	8	1	9	14	2	16	25
June, 1894	13	4	17	6	1	7	12	1	13	20
Total	273	88	361	104	29	133	138	29	167	300

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894.

SUBSISTENCE.

Date.	Furnished by—	Voucher No.	Flour, meal, and crackers.	Ice.	Butter, cheese, and eggs.	Fresh meat.	Salt and smoked meats.	Fish and poultry.	Tea and coffee.	Sugar and molasses.	Lard.	Fruits and vegetables.	Other groceries.	Grand total.
1893.														
July 22	Rose Howard	6										$40.93		
22	Abe Wilkerson	8										84.75		
31	A. H. Grimes	13										10.00		
31	A. Repetti	16										11.85		
31	J. P. Alexander	17										4.80		
31	John D. Broadus	18										114.34		
31	John R. Kelly	19					$55.70							
31	Hyman Powdermaker	21				$1,796.06								
31	D. Wm. Oyster	22			$91.49									
31	Geo. M. Oyster	23			670.12									
31	Thos. Gray	24										66.53		
31	B. Charlton & Co	25	$904.22											
31	B. B. Earnshaw & Bro	28	22.00										$34.14	
31	C. A. Gambrill Manufacturing Co	29	917.35											
31	Jas. F. Oyster	31			1,601.01									
31	E. J. Adams & Co	33										347.27		
31	Jas. L. Barbour & Son	36								$1,021.46			183.45	
31	Somerset R. Waters	39								283.48				
31	Jas. L. Barbour & Son	40	231.40											
31	Great Falls Ice Co	42		$159.70										
31	The Hygienic Ice Co	43		473.70										
31	Frank Hume	44					340.30		$468.32		$141.52			
31	Mary P. Godding	48										67.85		
Aug. 18	John D. Broadus	88										8.60		
19	A. Repetti	89										2.40		
19	J. P. Alexander	90										2.40		
19	Rose Howard	91										46.12		
31	Mary P. Godding	103										73.43		
31	Bosee, Medairy & Co	108			25.52									
31	Hyman Powdermaker	109				2,361.24								
31	Geo. M. Oyster	112			676.94									
31	Frank Hume	113					332.87		566.28				29.29	
31	Jas. L. Barbour & Son	114											226.31	
31	The Hygienic Ice Co	123		647.02										
31	Jas. F. Oyster	125			1,522.92									
31	W. R. Brown	127											80.40	
31	C. Denekas	128											36.85	
31	Poole & Brooke	130											108.99	

31	G. G. Cornwell & Son	131	350.16						21.44	1.44			46.20	
31	J. Hillman	133					200.73							
Sept. 4	Jos. A. Barker	153						$10.00						
5	Mary P. Godding	154										17.10		
30	A. Repetti	174										2.00		
30	Rose Howard	175										53.00		
30	J. Hillman	180					192.47							
30	Hyman Powdermaker	185				2,324.28								
30	Jas. F. Oyster	190			1,810.59									
30	Levi Baker	192										30.00		
30	F. J. Dessoir	202											96.52	
30	Austin Nichols & Co	206											116.24	
30	Chas. E. Ahrens	207						150.00		202.30			31.66	
30	W. R. Brown	218											40.00	
30	Adams & Brawner	219						8.07						
30	G. Taylor Wade	222										66.80		
30	The Hygienic Ice Co	223		511.31										
30	J. J. Hogan	224						108.40						
30	H. L. Strang	225										231.35		
30	B. Charlton & Co	234	30.05											
30	R. A. Golden	240						534.42						
30	E. J. Adams & Co	264										224.95		
30	Dalla E. Brady	265										229.25		
30	Francis H. Leggett & Co	266											93.84	
Oct. 28	Rose Howard	280										26.25		
31	J. Hillman	288					328.85							
31	Somerset R. Waters	289							88.48	1,250.30			187.00	
31	Chas. E. Ahrens	293						1[illegible]		47.52			41.10	
31	C. A. Gambrill Manufacturing Co	297	1,985.55											
31	Jas. L. Barbour & Son	298								477.99			593.17	
31	G. G. Cornwell & Son	300	118.57						259.33				348.21	
31	E. G. Quaid	305						13.00						
31	Hyman Powdermaker	306				2,031.74								
31	D. Wm. Oyster	309			365.54									
31	Frank Hume	311					726.47		806.46		313.10		5.93	
31	Jas. F. Oyster	313			448.04									
31	J. C. Ergood & Co	314											6.40	
31	B. B. Earnshaw & Bro	315	183.00							14.70			234.88	
31	Mary P. Godding	321										40.43		
Nov. 29	D. Wm. Oyster	370			358.44									
29	Poole & Brooke	379											96.34	
29	Jas. L. Barbour & Son	382								273.99			156.20	
29	Somerset R. Waters	383							63.56	288.77			57.15	
29	Babbitt & Crown	384						347.06						
29	J. Hillman	385					420.37							
29	Hyman Powdermaker	386				2,027.16								
29	Jas. F. Oyster	389			1,765.13									
29	C. A. Gambrill Manufacturing Co	391	702.35											
29	B. B. Earnshaw & Bro	394	31.50										117.03	

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SUBSISTENCE—Continued.

Date.	Furnished by—	Voucher No.	Flour, meal, and crackers.	Ice.	Butter, cheese, and eggs.	Fresh meat.	Salt and smoked meats.	Fish and poultry.	Tea and coffee.	Sugar and molasses.	Lard.	Fruits and vegetables.	Other groceries.	Grand total.
1893.														
Nov. 29	C. Denekas	397											$84.46	
29	Jas. La Fontaine	399						$70.83						
29	W. R. Brown	403											62.70	
Dec. 30	Mary P. Godding	442										$109.83		
30	G. G. Cornwell & Son	449	$141.93						$372.49				222.09	
30	Wm. J. Griffiths	454											130.13	
30	Chas E. Ahrens	458								$134.88			396.83	
30	Francis H. Leggett & Co	462											53.10	
30	F. J. Dessoir	465											97.57	
30	Austin Nichols & Co	467	34.55										119.45	
30	C. A. Gambrill Manufacturing Co	469	952.35											
30	Adams & Brawner	470						42.40						
30	E. J. Adams & Co	471										629.48		
30	J. Hillman	478					$257.38							
30	Golden, Love & Co	480			$12.43			395.81						
30	Hyman Powdermaker	482				$1,973.48								
30	H. L. Strang	485										172.96		
30	R. A. Golden	486						768.19						
30	Somerset R. Waters	489							63.00	292.47			66.25	
30	Willis Worster	490										13.06		
30	The Hygienic Ice Co	492		$775.87										
30	C. Denekas	493											32.77	
30	J. J. Hogan	497						268.00						
30	Browning & Middleton	498							19.80				109.82	
30	W. R. Brown	501											42.50	
30	L. M. Cook & Co	505						33.94						
1894.														
Jan. 15	J. B. Hamilton	538										286.96		
22	Dalla E. Brady	545										7.00		
31	Jas. F. Oyster	555			4,827.36									
31	Frank Hume	556					1,150.06		1,329.72		$495.52	65.00	120.32	
31	Hyman Powdermaker	571				2,124.94								
31	J. Hillman	572					247.59							
31	B. B. Earnshaw & Bro	575	41.50							12.54			622.52	
31	Jas. L. Barbour & Son	580	7.41							568.68			441.34	
Feb. 14	J. B. Hamilton	608										420.93		
28	C. A. Gambrill Manufacturing Co	616	1,654.70											
28	W. M. Galt & Co	617	1,952.50											

	28	G. G. Cornwell & Son	618	173.21						351.61				67.05
	28	Somerset R. Waters	619							254.80	568.18			69.06
	28	J. T. Varnell & Son	622					12.32						
	28	Austin Nichols & Co	623	36.70										63.66
	28	A. P. Swoyer & Co	627											57.60
	28	Wm. J. Griffiths	632											123.34
	28	Arthur H. Bailey	639											488.44
	28	Phillips Bros	644				38.09							
	28	George Voneiff	645	30.00										
	28	Willis Worster	648										9.00	
	28	J. E. Bayliss	650										1.00	
	28	Richards & Co	653											24.00
	28	George J. Mueller	655											110.23
	28	N. W. Burchell	657											71.95
	28	L. M. Cook & Co	658						20.16					
	28	Hyman Powdermaker	671				1,815.70							
	28	J. Hillman	672					126.82						
	28	W. R. Brown	674											111.50
	28	Golden, Love & Co	676			79.80			264.41					
	28	Schafer & Clary	677										92.45	
	28	J. J. Hogan	679						319.40					
	28	J. C. Ergood & Co	680	18.38										92.07
	28	James F. Oyster	681			1,641.51								
	28	B. Charlton & Co	685	86.66										
	28	Browning & Middleton	686											61.89
	28	Poole & Brooke	687										13.49	
	28	G. Taylor Wade	688										200.50	
	28	B. B. Earnshaw & Bro	691	20.00										288.18
	28	Frank Hume	692					397.88		546.08		111.87		17.87
	28	E. J. Adams & Co	693										363.88	
	28	R. A. Golden	694						644.52					
	28	James L. Barbour & Son	695	2.85							281.56			218.52
	28	The Hygienic Ice Co	698		408.10									
	28	Rabbitt & Crown	701						462.92					
Mar.	30	W. W. Conner	734			15.32								
	31	E. J. Adams & Co	743										167.50	
	31	J. Hillman	744					256.22						
	31	Jas. L. Barbour & Son	748	7.41							331.33			305.40
	31	B. B. Earnshaw & Bro	749	130.00										435.20
	31	Frank Hume	750					66.65		353.03		111.24		5.40
	31	Hyman Powdermaker	751				1,955.38							
	31	Jas. F. Oyser	753			2,080.24								
	31	G. G. Cornwell & Son	754	133.84						158.98				63.95
	31	Somerset R. Waters	757							172.20	329.93			21.50
	31	C. A. Gambrill Manufacturing Co	758	1,842.20										
	31	R. A. Golden	759					4.75	441.45					
	31	H. L. Strang	761										103.35	
	31	Rabbitt & Crown	762						35.80					
	31	Browning & Middleton	764											38.74
	31	Golden, Love & Co	767			144.60			46.40					

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SUBSISTENCE—Continued.

Date.	Furnished by—	Voucher No.	Flour, meal, and crackers.	Ice.	Butter, cheese, and eggs.	Fresh meat.	Salt and smoked meats.	Fish and poultry.	Tea and coffee.	Sugar and molasses.	Lard.	Fruits and vegetables.	Other groceries.	Grand total.
1894.														
Mar. 31	Schafer & Clary	771										$35.00		
31	J. C. Ergood & Co	774											$40.71	
31	Wm. R. Brown	785											44.50	
31	J. J. Hogan	786						$84.00						
31	The Hygienic Ice Co	789		$254.35										
31	W. S. Anderson & Co	794										32.00		
31	Mary P. Godding	796										159.42		
31	Thos. T. Keane	797				$12.20								
Apr. 9	W. W. Conner	816			$4.18									
21	Graftin Owens	819										20.00		
30	Francis H. Leggett & Co	836											23.75	
30	Chas. E. Ahrens	843						255.00		$274.20			43.38	
30	Wm. J. Griffiths	844											138.64	
30	F. J. Dessoir	855											26.54	
30	J. Hillman	859					$216.97							
30	Hyman Powdermaker	860				2,114.21	8.20				$29.40			
30	The Hygienic Ice Co	862		263.61										
30	G. G. Cornwell & Son	864	$62.69						$153.37				118.09	
30	H. L. Strang	867										102.40		
30	Thos. T. Keane	870				41.04								
30	Golden, Love & Co	871						51.98						
30	W. R. Brown	873											47.00	
30	E. J. Adams & Co	874										166.30		
30	Somerset R. Waters	875							178.92	348.78			39.50	
30	J. C. Ergood & Co	876											29.49	
30	Frank Hume	877					185.12		381.81		137.59		73.31	
30	Willis Worster	878										14.00		
30	Poole & Brooke	879											19.87	
30	Browning & Middleton	880											45.44	
30	Rabbitt & Crown	881						37.65						
30	J. J. Hogan	882						50.80						
30	Jas. F. Oyster	883			1,882.03									
30	Jas. L. Barbour & Son	884	5.70							331.10			267.84	
30	B. B. Earnshaw & Bro	885											230.50	
30	R. A. Golden	886						305.15						
30	G. Taylor Wade	888										272.00		
30	C. Denekas	893											121.15	
30	Mary P. Godding	896										48.58	65.42	
Mar. 31	Austin Nichols & Co	917	73.40											

May 26	Rose Howard	925										67.82		
26	M. Edelen	926										38.75		
31	Geo. M. Oyster	930			918.40									
31	Chas. E. Ahrens	936						150.00		64.88				
31	C. A. Gambrill Manufacturing Co	937	1,077.35											
31	Francis H. Leggett & Co	939											11.75	
31	W. R. Brown	942											38.00	
31	The Hygienic Ice Co	943		381.94										
31	Golden, Love & Co	944						73.40						
31	Bryant, Foster & Co	946										5.40		
31	J. C. Ergood & Co	947											21.34	
31	Frank Hume	949					262.05		443.12				27.01	
31	Jas. L. Barbour & Son	950								323.53			290.58	
31	E. J. Adams & Co	951										108.08		
31	J. Hillman	952					212.15							
31	Jas. F. Oyster	953			520.93									
31	R. A. Golden	954						262.73						
31	Smith, Kline & French Co	955											13.58	
31	G. G. Cornwell & Son	956	82.51						145.41				129.30	
31	Thos. T. Keane	957				57.97								
31	Somerset R. Waters	960							149.24	322.13			36.75	
31	Hyman Powdermaker	961				2,096.56								
31	W. W. Conner	962			5.18									
31	J. B. Bryan & Bro	967										20.00		
31	Wilkins & Co	968			36.72									
31	Poole & Brooke	970											13.05	
31	Browning & Middleton	971											38.74	
31	Mackall Bros. & Flemer	972											10.32	
31	H. L. Strang	975										98.70		
31	G. Taylor Wade	976										538.31		
31	B. B. Earnshaw & Bro	977											131.98	
31	Rabbitt & Crown	978						43.76						
31	Mary P. Godding	987										55.90		
31	Austin Nichols & Co	1005											21.37	
June 9	M. Edelen	1006										116.70		
18	W. W. Conner	1009			1.63									
23	Rose Howard	1012										118.49		
30	John D. Broadus	1018										65.50		
30	James Dundon	1019							322.92					
30	Edwin M. Roberts	1026							20.00					
30	Somerset R. Waters	1027							619.64	927.03			30.50	
30	Jas. F. Oyster	1028			1,554.74									
30	M. Edelen	1029										21.00		
30	Austin Nichols & Co	1036											10.87	
30	C. A. Gambrill Manufacturing Co	1037	625.00											
30	Chas. E. Ahrens	1044						75.00					15.12	
30	Hyman Powdermaker	1047				2,382.33								
30	J. Hillman	1048					250.52							
30	Frank Hume	1049					323.93		421.67		73.14		.90	

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SUBSISTENCE—Continued.

Date.	Furnished by—	Voucher No.	Flour, meal, and crackers.	Ice.	Butter, cheese, and eggs.	Fresh meat.	Salt and smoked meats.	Fish and poultry.	Tea and coffee.	Sugar and molasses.	Lard.	Fruits and vegetables.	Other groceries.	Grand total.
1894.														
June 30	B. B. Earnshaw & Bro	1050	$20.00										$81.03	
30	Jas. L. Barbour & Son	1052	2.85							$328.13			166.00	
30	Browning & Middleton	1063											59.38	
30	R. A. Golden	1064						$234.87						
30	H. L. Strang	1066										$86.90		
30	G. Taylor Wade	1067										156.17		
30	The Hygienic Ice Co	1072		$569.50										
30	E. J. Adams & Co	1075										281.50		
30	Rabbitt & Crown	1076						21.04						
30	Bryant, Foster & Co	1081										95.43		
30	W. R. Brown	1082											42.50	
30	J. B. Bryan & Bro	1083											30.00	
30	Thos. T. Keane	1086				$19.47								
30	Golden, Love & Co	1087						153.34						
30	Lewis K. Bailey	1090					$1.68							
30	G. G. Cornwell & Son	1091	62.13						$62.25				120.34	
30	C. Denekas	1094											62.15	
30	Poole & Brooke	1098											38.52	
30	Jos. Phillips	1118					3.92							
30	Mary P. Godding	1124										96.83		
	Total		14,753.97	4,445.10	$23,060.81	25,171.85	6,576.97	6,933.85	8,793.93	9,300.80	$1,413.38	7,273.97	11,100.91	$118,825.54

HOUSE FURNISHING, FUEL, LIGHTS, ETC.

Date.	Furnished by—	Voucher No.	Furniture, fixtures, etc.	Bedding.	Table and towel linen.	Utensils, crockery, etc.	Kitchen fittings.	Laundry supplies.	Carpets.	Hard coal.	Soft coal.	Wood.	Lights, oils, etc.	Charcoal.	Grand total.
1893.															
July 22	S. G. Gregory	7				$3.00									
31	J. N. Gunnell	15												$36.00	
31	Weaver, Kengla & Co	30						$195.27							
31	D. C. Jones	32		$279.75											
31	Johnson Bros	34										$284.21			
31	Frank Hume	44						7.90							
Aug. 12	Paul Hiser & Bro	79				35.00									
30	Jas. N. Gunnell	100												12.00	
31	D. A. Windsor	107		104.25											
31	The Harvard Co	111	$37.00												
31	Weaver, Kengla & Co	118						197.14							
31	Smith & Anthony Co	119					$240.00								
31	Bramhall, Deane & Co	122				1,117.47									
31	L. W. Loomis	124				1,524.70									
Sept. 19	Jas. N. Gunnell	164												12.00	
30	Louis A. Dieter	186	553.45												
30	Geo. L. Sheriff	191									$5,881.49				
30	Chas. T. Carter & Co	194				71.77									
30	Chas. H. Nicolai	195											$157.94		
30	A. P. Swoyer & Co	199					47.71								
30	Jas. M. Shaw & Co	203				77.34									
30	John E. Frymier	210				19.55									
30	H. Kohnstamm & Co	227						60.01							
30	The Manhattan Supply Co	228				146.00									
30	A. J. Fish & Co	229					148.50								
30	W. B. Moses & Sons	233	16.65						$46.25						
30	Troy Laundry Machine Co	268						85							
30	A. H. Chace & Bro	270	3.40												
Oct. 24	Jas. N. Gunnell	275												12.00	
31	Chas. B. Jennings	292				238.36									
31	H. Kohnstamm & Co	295						65.95							
31	Henry C. Harper	296			$180.43										
31	R. J. Kennedy	301								$2,212.38					
31	R. J. Kennedy	302								1,922.10					
31	H. Hoffa	304	4.00												
31	L. W. Loomis	307				597.00									
31	J. G. Taylor	308	96.25												
31	J. C. Ergood & Co	314						38.98							
31	Weaver, Kengla & Co	320						312.00							

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

HOUSE FURNISHING, FUEL, LIGHTS, ETC.—Continued.

Date.	Furnished by—	Voucher No.	Furniture, fixtures, etc.	Bedding.	Table and towel linen.	Utensils, crockery, etc.	Kitchen fittings.	Laundry supplies.	Carpets.	Hard coal.	Soft coal.	Wood.	Lights, oils, etc.	Charcoal.	Grand total.
1893.															
Oct. 31	M. W. Beveridge	326				$445.43									
Nov. 23	Jas. N. Gunnell	358												$12.00	
24	Thos. G. Hood	360		$262.20											
29	Geo. L. Sheriff	372									$5,455.57				
29	Wash. B. Williams	374	$228.75						$207.96						
29	Poole & Brooke	379											$26.25		
29	Blum Bros	381	94.64		$56.84										
29	Jas. L. Barbour & Son	382						$59.24							
29	Wm. D. Clark & Co	393		631.08											
29	John E. Frymier	396	41.56												
29	F. M. Baker & Co	400				5.60									
Dec. 23	Jas. N. Gunnell	437												12.00	
27	Julius Lansburgh	440	1,128.43						141.15						
30	Chas. H. Nicolai	448											386.26		
30	F. Duhrkop	450					$1,450.00								
30	Newman & Co	455		791.70	65.33										
30	Jas. M. Shaw & Co	457				112.52									
30	A. P. Swoyer & Co	460					58.98								
30	Weaver, Kengla & Co	461						196.01							
30	The Manhattan Supply Co	464				100.76									
30	F. Petersen	481							96.19						
30	Hayward & Hutchinson	491	14.75												
30	Wilmarth & Edmonston	495				5.52									
30	Johnson Bros	499								$60.61		182.85			
30	M. W. Beveridge	504				113.53									
22	M. Mahoney	529						24.00							
1894.															
Jan. 20	The Enterprise Manufacturing Co	544				5.25									
23	Jas. N. Gunnell	547												12.00	
23	Boswell, Copeland & Merkling	548	134.37												
23	M. G. Copeland & Co	549	38.25												
31	Wm. D. Barry	558	30.00												
31	Chas. H. Nicolai	562											166.42		
31	H. Kohnstamm & Co	564						47.50							
31	W. B. Moses & Sons	577	49.78						130.20						
31	Wash. B. Williams	579	120.80												
31	Jas. L. Barbour & Son	580						59.13						12.00	
Feb. 28	Jas. N. Gunnell	611													
28	Blum Bros	621	5.17	1,774.50	36.75										

	28	Henry C. Harper	625		275.32											
	28	Chas. B. Jennings	629				77.00									
	28	Chas. H. Nicolai	631											192.92		
	28	Augustus Thomas & Co	637		85.00											
	28	Lewis Baar, agent	640	92.85												
	28	Washington Gas Light Co	646					1.50								
	28	J. Karr	647	12.00												
	28	Ward & Cunningham	651					3.25								
	28	M. Silverberg & Co	660	191.91												
	28	Wm. D. Clark & Co	663		223.43											
	28	W. H. Harrover	670					37.05								
	28	Weaver, Kengla & Co	673						197.26							
	28	H. Hoffa	675	11.35												
	28	J. C. Ergood & Co	680						33.60							
	28	Poole & Brooke	687											23.10		
	28	Jas. L. Barbour & Son	695						119.28							
	28	Lansburgh & Bro	696	45.57		104.29										
	28	Woodward & Lothrop	697	3.75	122.32											
Mar.	31	Jas. N. Gunnell	735												12.00	
	31	Paul Hiser & Bro	740				17.50									
	31	Weaver, Kengla & Co	756						195.16							
	31	M. W. Beveridge	760				178.62									
	31	W. B. Moses & Sons	780	44.17												
	31	Wash. B. Williams	783	338.75												
	31	Henry C. Harper	792			31.60										
	24	W. H. Spelhouse	46	27.05												
Apr.	30	Jas. N. Gunnell	825												12.00	
	30	A. P. Swoyer & Co	830					33.12								
	30	Chas. B. Jennings	834				98.00									
	30	John E. Frymier	838				9.65									
	30	Weaver, Kengla & Co	847						276.70							
	30	Stephen Moore	851	21.60												
	30	Henry C. Harper	853		136.08	79.25										
	30	The Manhattan Supply Co	854				50.88									
	30	Smith & Anthony	857					36.33								
	30	M. Mahoney	861						6.12							
	30	Blum Bros	866	9.70		40.71										
	30	Poole & Brooke	879											35.00		
	30	W. B. Moses & Sons	890	57.20												
	30	M. G. Copeland & Co	892	42.00												
	30	Chas. H. Nicolai	918											237.44		
May	31	J. N. Gunnell	927												12.00	
	31	Jas. M. Shaw & Co	935				86.01									
	31	H. Kohnstamm & Co	941						54.06							
	31	J. C. Ergood & Co	947						8.07							
	31	F. P. May & Co	973	6.50												
	31	Chas. T. Carter & Co	974	49.22												
	31	M. W. Beveridge	981				162.84									
	31	Geo. Ryneal, jr	986	12.33												
June	16	D. C. Farrington	1008	10.50												
	28	Jas. N. Gunnell	1016												12.00	
	30	Chas. H. Nicolai	1034											174.90		

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

HOUSE FURNISHING, FUEL, LIGHTS, ETC.—Continued.

Date.	Furnished by—	Voucher No.	Furniture, fixtures, etc.	Bedding.	Table and towel linen.	Utensils, crockery, etc.	Kitchen fittings.	Laundry supplies.	Carpets.	Hard coal.	Soft coal.	Wood.	Lights, oils, etc.	Charcoal.	Grand total.
1894.															
June 30	Newman & Co	1040		$4.00											
30	Morris, Tasker & Co	1042	$90.83												
30	Henry C. Harper	1045		143.46											
30	Lansburgh & Bro	1054	3.50	39.50	$26.44										
30	H. Hoffa	1056	4.50												
30	M. W. Beveridge	1058				$119.00									
30	M. Lindsay	1069	66.00												
30	Wash. B. Williams	1074		336.25											
30	W. B. Moses & Sons	1077	70.20												
30	F. P. May & Co	1078		3.80											
30	M. G. Copeland & Co	1080	1.05												
30	O. S. Taylor	1085	122.00												
30	Seaton Perry	1095			17.10										
30	J. T. Walker Sons	1096												$1.35	
30	J. Karr	1097	6.00												
30	Julius Lansburgh	1101	160.00												
30	A. W. Ward	1107					$2.25								
30	S. S. Shedd & Bro	1111	51.15												
30	W. H. Thomas & Co	1115		411.75											
30	E. N. Gray & Co	1119					31.68								
30	Lewis Baar, agent	1127	2.75												
30	Miller & Young	1146	30.00												
	Total		4,181.68	5,624.45	638.74	5,418.30	2,090.37	$2,154.23	$621.75	$4,195.09	$11,337.06	$467.06	$1,400.23	169.35	$38,298.31

DRY GOODS AND CLOTHING, BOOKS, STATIONERY, AND MISCELLANEOUS.

Date.	Furnished by—	Voucher No.	Boots, shoes, and slippers.	New clothing.	Clothing material.	Hats.	Notions.	Books and periodicals.	Stationery and postage.	Freight and hauling.	Incidental work, etc.	Advertising.	Electrical instruments.	Photographic instruments, etc.	Grand total.
1893.															
July 31	John Brown	20									$130.00				
31	Isidor Kaufman	27	$1,350.00												
31	George Maier	47									46.65				
31	Baltimore and Potomac R. R. Co	49								$43.03					
31	Adams Express Co	50								2.75					
31	Stephenson's Express	51								12.60					
31	People's Dispatch Co	52								.75					
31	The United States Express Co	53								.30					
31	Geo. W. Knox Express	54								46.33					
31	Baltimore and Ohio R. R. Co	74								1.16					
Aug. 29	Frank A. Bond	99									12.00				
31	J. J. S. Hassler, notary public	104									21.75				
31	J. C. Harris	105						$36.00							
Sept. 30	The Washington City post-office	187							$53.00						
30	Sullivan & Bro	208					$10.03								
30	Newman & Co	211			$73.85										
30	The National Democrat	218						15.75							
30	Wyckoff, Seamans & Benedict	214							2.00						
30	Jas. J. Chapman	215							24.00						
30	W. D. Clark & Co	216			71.03										
30	Lewis S. Hayden	232						37.03							
30	Royce & Marean	236											$5.10		
30	Geo. W. Knox Express	244								114.55					
30	A. Lisner	267					73.04								
Oct. 11	Wm. F. Porter	271						10.00							
26	J. B. Chamberlain	279													$110.69
31	Henry C. Harper	296			1,008.18										
31	The Department of the Interior	303							43.22						
31	George Maier	319						10.50							
31	Geo. W. Knox Express	322								17.08					
31	People's Dispatch Co	323								33.87					
31	Adams Express Co	324								1.50					
31	Stephenson's Express	346								.55					
31	Baltimore and Ohio R. R. Co	347								11.99					
Nov. 10	Wm. F. Porter	351						2.00							
29	Frank W. Palmer	368						8.00							
29	Blum Bros	381		$423.90	556.00										
29	B. Rich & Sons	392	135.35		77.04	$131.99									
29	Geo. W. Knox Express	402								20.94					
25	R. J. Beall, jr	371									385.00				
29	The Evening News	373										$6.29			

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

DRY GOODS AND CLOTHING, BOOKS, STATIONERY, AND MISCELLANEOUS—Continued.

Date.	Furnished by—	Voucher No.	Boots, shoes, and slippers.	New clothing.	Clothing material.	Hats.	Notions.	Books and periodicals.	Stationery and postage.	Freight and hauling.	Incidental work, etc.	Advertising.	Electrical instruments.	Photographic instruments, etc.	Grand total.
1893.															
Dec. 27	J. H. Scheel	439						$5.00							
30	Washington City post-office	444							$53.00						
30	R. C. Jones	446						14.00							
30	The Department of the Interior	452							41.16						
30	Newman & Co	455			$144.57										
30	H. G. Thomas	473			192.54										
30	W. H. Thomas & Co	474					$42.05								
30	The National Democrat	475						7.35							
30	The Washington Post Co	476						48.03							
30	Guy, Curran & Co	477					47.39								
30	H. G. Thomas	483		$7.85	174.13										
30	Isidor Kaufman	484	$452.50												
30	S. Bieber	488		565.20											
30	Wm. D. Clark & Co	494					111.47								
30	Robert Cohen & Son	500	3.50												
30	Seaton Perry	503			8.25										
30	Royce & Marean	506											$4.25		
30	J. H. Mills & Co	507							1.80						
30	Fred A. Schmidt	509							10.90						
30	United States Express Co	510								$0.40					
30	Geo. W. Knox Express	511								47.34					
30	Baltimore and Potomac R. R. Co	512								4.61					
30	Adams Express Co	530								1.05					
30	Baltimore and Potomac R. R. Co	534								67.52					
1894.															
Jan. 20	Wm. F. Porter	542						3.00							
20	The J. F. W. Dorman Co	543							10.40						
22	W. Andrew Boyd	546						5.00							
27	D. Appleton & Co	552						5.00							
31	The Kenyon News and Postal Subscription Co	566						181.00							
31	Stephenson's Express	574								14.56					
31	Mark M. Trombly	583									$150.00				
31	Adams Express Co	585								.25					
31	The United States Express Co	586								1.15					
31	Geo. W. Knox Express	606								15.15					
Feb. 28	The Department of the Interior	612									54.16				
28	The Kenyon News and Postal Subscription Co	613						1.90							
28	J. B. Chamberlain	614												$75.72	
28	B. Rich & Sons	620	346.90	128.75	208.57	$202.50									

	28	Henry C. Harper	625			843.59									
	28	A. L. Williston	636							120.00					
	28	A. Lisner	641					127.45							
	28	Chesapeake and Potomac Telephone Co	642							160.00					
	28	Wyckoff, Seamans & Benedict	649							2.00					
	28	The Washington Post Co	654						55.02						
	28	E. J. Pullman	656											54.50	
	28	John F. Ellis & Co	664									13.60			
	28	Wm. Hahn & Co	665	374.78											
	28	Royce & Marean	667										5.70		
	28	Jos. Auerbach	682		329.59										
	28	E. Morrison Paper Co	690							160.46					
	28	Lansburgh & Bro	696		109.09	475.69		68.75	25.00						
	28	Woodward & Lothrop	697					2.45							
	28	D. Appleton & Co	700						18.00						
	28	Geo. W. Knox Express	705								10.48				
	28	Adams Express Co	706								1.70				
	28	United States Express Co	707								1.15				
1893.															
Dec.	30	People's Dispatch Co	725								1.00				
1894.															
Mar.	6	J. B. Chamberlain	727											1.25	
	9	Wm. F. Porter	728						3.00						
	31	Stephenson's Express	736								2.58				
	31	Baltimore & Potomac R. R. Co	737								4.47				
	31	Geo. W. Knox Express	738								21.90				
	31	Adams Express Co	739								1.10				
	31	Washington City post-office	742							60.00					
	31	Wm. Hahn & Co	746	462.00											
	31	Blum Bros	747		121.00	182.88									
	31	The National Democrat	768						8.73						
	31	Washington Post Co	769						63.96						
	31	Jos. Auerbach	776		18.60										
	31	J. H. Mills & Co	777							1.00					
	31	Guy, Curran & Co	778					16.70							
	31	Henry C. Harper	792			142.59									
	31	Baltimore & Ohio R. R. Co	51								.89				
Apr.	30	Department of the Interior	820							96.54					
	28	Wm. F. Porter	823						9.00						
	30	Wm. H. Thomas & Co	845			8.50									
	30	Newman & Co	848			23.19									
	30	Wm. Wood & Co	849						6.00						
	30	S. Bieber	858		315.00										
	30	W. D. Clark & Co	869			239.25									
	30	B. Rich & Sons	891	50.50											
	30	W. H. Lowdermilk & Co	895						93.10						
	30	People's Dispatch Co	897								.75				
	30	Geo. W. Knox Express	898								7.37				
	30	Adams Express Co	899								1.10				
	30	Baltimore and Potomac R. R. Co	919								.79				
May	31	Department of the Interior	929							38.65					

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

DRY GOODS AND CLOTHING, BOOKS, STATIONERY, AND MISCELLANEOUS—Continued.

Date.	Furnished by—	Voucher No.	Boots, shoes, and slippers.	New clothing.	Clothing material.	Hats.	Notions.	Books and periodicals.	Stationery and postage.	Freight and hauling.	Incidental work, etc.	Advertising.	Electrical instruments.	Photographic instruments, etc.	Grand total.
1894.															
May 31	Public Opinion Co	932						$3.00							
31	Geo. W. Knox Express	933								$16.26					
31	Adams Express Co	934								1.45					
31	Saml. Bieber	945		$300.00											
31	E. J. Pullman	948												$120.47	
31	Fred. A. Schmidt	958												10.89	
31	Jas. J. Chapman	982						2.60							
June 20	F. Davidson	1010						10.00							
30	Washington City post-office	1023							$53.00						
30	George N. Rider	1025						2.50							
30	N. Murray	1030						5.00							
30	H. G. Thomas	1038			$230.06										
30	Henry C. Harper	1045			62.01										
30	The Department of the Interior	1051							36.43						
30	Lansburgh & Bro	1054			112.31		$6.80								
30	E. Morrison Paper Co	1065							89.71						
30	Guy, Curran & Co	1073					2.45								
30	W. H. Lowdermilk & Co	1088						12.25							
30	Royce & Marean	1089											$3.00		
30	E. J. Pullman	1092												15.07	
30	Fred. A. Schmidt	1105							5.94						
30	The National Democrat	1106						6.93							
30	Wm. Ballantyne & Sons	1110						38.67							
30	A. Lisner	1112					55.16								
30	W. H. Thomas & Co	1115			1,135.50		42.50								
30	John F. Ellis & Co	1117						.35							
30	Wm. Hahn & Co	1125	$14.02												
30	B. Rich & Sons	1126	99.15	1.10		$76.14									
30	Stephenson's Express	1128								.25					
30	Washington Post Co	401										$9.60			
30	Richard Dewey	1147						5.00							
30	Geo. W. Knox Express	1148								5.25					
30	Baltimore & Ohio R. R. Co	1149								.69					
30	Saks & Co	1152		16.00											
30	Edward F. Droop	1153									$1.75				
30	John Brown	1155									18.75				
30	The Washington Post Co	1159						99.57							
	Total		3,288.70	2,836.08	5,969.73	410.63	606.24	857.24	1,063.21	538.61	833.66	15.89	18.05	388.59	$16,326.63

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

MEDICAL SUPPLIES, EXPENDED FOR AMUSEMENT OF PATIENTS, ETC.

Date.	Furnished by—	Voucher No.	Drugs, medicines, etc.	Alcoholic stimulants.	Instruments, etc.	Returning eloped patients.	Amusement of patients.	Sending to their homes.	Refunded board money.	Pathological supplies.	Dental supplies.	Grand total.
1893.												
July 3	Wm. Moore	1				$5.00						
6	F. McFarland	2				5.00						
7	E. J. Thorne	4				5.00						
31	Boykin, Seddon & Co	26					$392.00					
31	Smith, Kline and French Co	38	$329.82									
31	E. J. Lewis	45									$43.68	
31	John J. Moore	72						$14.85				
Aug. 12	Alex. Horn	77				5.00						
24	J. V. Calver	94									3.00	
31	Jas. L. Barbour & Son	114		$100.19								
31	E. H. Bringle	115									100.00	
31	Shoemaker & Busch	129	32.48									
31	G. G. Cornwell & Son	131		17.06			115.36					
31	Merck & Co	132								$12.21		
14	J. C. Simpson	151						51.50				
28	Wm. J. Segers	152						20.00				
Sept. 7	John Gwinn	156				5.00						
14	James Kerr	161	25.00									
28	Walter McKenzie	170				5.00						
30	John F. Scott	176				5.00						
30	A. C. Patterson, chief clerk	179					62.44					
30	McKesson & Robbins	196	81.40									
30	Boykin, Seddon & Co	200					384.16					
30	Thurber, Whyland & Co	201		145.50								
30	Humphrey's Homeopathic Medicine Co	205	18.00									
30	Thos. K. Shaw	209	3.15									
30	Ross & Keany	212	148.38									
30	Z. D. Gilman	217	15.93									
30	Smith, Kline and French Co	230	227.74									
30	Guy, Curran & Co	235					98.91					
30	Parke, Davis & Co	237	27.10									
2	A. H. Witmer	262						24.25				
2	James E. Toner	263						10.50				
Oct. 31	G. G. Cornwell & Son	300		54.00								
31	H. Hoffa	304			$27.50							
31	W. M. Galt & Co	310	7.00									
31	Scheller & Stevens	312	285.49									
12	A. H. Witmer	344						60.25				

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

MEDICAL SUPPLIES, EXPENDED FOR AMUSEMENT OF PATIENTS, ETC.—Continued.

Date.	Furnished by—	Voucher No.	Drugs, medicines, etc.	Alcoholic stimulants.	Instruments, etc.	Returning eloped patients.	Amusement of patients.	Sending to their homes.	Refunded board money.	Pathological supplies.	Dental supplies.	Grand total.
1893.												
Nov. 4	Jas. Sandy	348				$5.00						
4	B. Burnstine	349					$10.00					
29	John F. Ellis & Co	380					7.00					
29	Jas. L. Barbour	382		$8.53								
29	Scheller & Stevens	395	$263.74									
29	E. E. Payne	398						$9.95				
29	Joseph Zentmayer	422			$16.50							
29	J. Ellwood Lee	423	2.75									
29	Merck & Co	424	7.83									
Dec. 19	John Scott	433				5.00						
22	Boykin, Seddon & Co	436					250.88					
30	G. G. Cornwell & Son	449		889.38			101.92					
30	Boykin, Seddon & Co	463					321.44					
30	Smith, Kline and French Co	466	243.82									
30	Shoemaker & Busch	468	32.62									
30	Z. D. Gilman	496	6.38									
30	A. C. Patterson, chief clerk	508					45.00					
1894.												
Jan. 11	Arthur Cook	533				5.00						
14	H. Schultheis	535				5.00						
14	E. Harold Eaton	536				5.00						
15	G. H. Pray	537					15.00					
16	Andrew Day	541				5.00						
26	Edwin H. Ets	551					10.50					
31	Randall & Becton	561			25.75							
31	E. F. Houghton & Co	565	22.00									
31	Carl Fischer	568					9.45					
31	Jas. L. Barbour & Son	580		2.00								
31	Wash. B. Williams	582							$7.86			
31	E. Shoemaker	584					5.00					
31	J. C. Simpson	603						58.17				
1893.												
Dec. 30	John S. Aoistaki	604	40.59									
1894.												
Jan. 31	Humphrey's Homeopathic Medicine Co	607	18.00									
Feb. 28	G. G. Cornwell & Son	618					116.48					
28	Smith, Kline and French Co	624	90.67									
28	Boykin, Seddon & Co	626					344.96					
28	McKesson & Robbins	628	28.01									

28	Whitall, Tatum & Co.	634								62.31		
28	Gideon Sibley	635									10.00	
28	S. F. Ware	652	20.20									
28	Mackall Bros. & Flemer	662	30.98									
28	Shoemaker & Busch	669	6.54									
28	H. Hoffa	675			26.50							
28	Daniel Loughran	678					187.45					
28	Scheller & Stevens	683	111.52									
16	G. W. Foster	724						18.50				
Mar. 6	James Hutton	726				1.00						
12	C. B. Shafer	729	2.00									
14	John C. Coomes	730				5.00						
27	Chas. McKenzie	733				5.00						
31	W. M. Galt & Co	745	3.50									
31	B. B. Earnshaw & Bro	749	3.50									
31	G. G. Cornwell & Son	754					43.68					
31	Boykin, Seddon & Co	755					392.00					
31	Z. D. Gilman	763	99.02									
31	Edward F. Droop	772					2.25					
31	Chas. Fischer	779			26.35							
31	Daniel Loughran	793					21.25					
9	Daniel J. Butler	815						5.00				
Apr. 29	Wm. Gordon	824				5.00						
30	Eimer & Amend	829	73.22									
30	Humphrey's Homeopathic Medicine Co	833	18.00									
30	McKesson & Robbins	837	31.83									
30	Shoemaker & Busch	839	8.50									
30	Thurber, Whyland & Co	842		68.63								
30	Smith, Kline and French Co	850	199.97									
30	John S. Anistaki	852	28.09									
30	Scheller & Stevens	865	179.89									
May 31	Boykin, Seddon & Co	940					235.20					
31	Daniel Loughran	965					26.25					
31	Thos. K. Shaw	969	3.15									
31	Shoemaker & Busch	984	2.85		8.88							
31	C. Barnwell Robinson	985	29.50									
June 26	Edw. H. Eaton	1015				5.00						
30	A. C. Patterson, chief clerk	1021					123.10					
30	Chas. M. Childs & Co	1039	3.30									
30	Smith, Kline and French Co	1046	21.74									
30	Jas. L. Barbour & Son	1052		103.98								
30	Z. D. Gilman	1060	139.00									
30	M. Lindsay	1069			7.00							
30	Scheller & Stevens	1084	194.46									
30	Chas. Fischer	1093			2.05							
30	S. F. Ware	1116	12.85									
	Total		3,181.51	1,389.27	140.53	86.00	3,321.68	272.97	7.86	74.52	156.68	8,631.02

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

FARM, GARDEN, AND STABLE.

Date.	Furnished by—	Voucher No.	Feed.	Implements, horse shoes, etc.	Plants and seeds.	Manures.	Live stock.	Harness and repairs.	Vehicles and repairs.	Hay and straw.	Incidental expenses.	Grand total.
1893.												
July 31	B. B. Earnshaw & Bro	28	$366.75									
31	S. S. Daish & Son	35								$296.78		
31	W. M. Galt & Co	37	440.00									
Aug. 12	A. Edmonds	81									$15.00	
12	Jas. A. Beall	82							$37.00			
31	Jas. A. Beall	106							84.00			
31	W. M. Galt & Co	117	595.50									
31	B. B. Earnshaw & Bro	121	639.20									
Sept. 8	Peter Guigon	159			$18.00							
30	Thos. W. Riley	182				$375.75						
30	Harry Pleasant	183									39.19	
30	Jas. A. Beall	184							155.50			
30	Paul Hiser & Bro	188	$32.00									
30	John T. Hagan	189					$200.00					
30	Perry Scott	193					20.00					
30	A. O. Brady	238									29.37	
30	B. F. Joy	239									221.54	
30	S. S. Daish & Son	241								377.36		
Oct. 31	F. Shea	286					440.00					
31	Perry Scott	287					125.00					
31	E. H. Jones	291			80.00							
31	Jas. A. Beall	299							125.00			
31	W. M. Galt & Co	310	944.00									
31	B. B. Earnshaw & Bro	315	1,326.00									
31	A. O. Brady	316									33.95	
31	B. F. Joy	317									315.98	
31	Harry Pleasant	325									54.94	
31	David Murphy	345				125.00						
Nov. 29	C. A. J. Williamson	364									7.00	
29	Geo. F. Pyles	371									227.21	
29	Jas. A. Beall	375							220.50			
29	Chas. T. Carter & Co	376		55.28								
29	S. S. Daish & Son	377								507.83		
29	J. H. Mitchell	378		11.38								
29	W. A. Pate	387						$170.16				
29	F. Shea	388					630.00					
29	B. B. Earnshaw & Bro	394	584.25									
29	John T. Webster	401				17.25						
Dec. 21	John Owens	435									60.25	

27	John Simms	438									27.90	
20	M. M. Mays	443					15.00					
30	S. S. Adams	447		24.45								
30	Wm. Parry	472			39.50							
30	John McDermott & Bro	479							26.50			
30	W. E. Clark & Co	480	8.40	379.66	162.55	76.52						
1894.												
Jan. 15	F. Shea	539					294.00					
16	Jas. S. Ayers	540								7.65		
16	S. Bensinger	557					152.00					
31	Chas. T. Carter & Co	559		30.64								
31	Thos. Meehan & Sons	567			111.70							
31	W. A. Pate	569						7.50				
31	Francis A. Wahler	570					120.00					
31	David Murphy	573					125.00					
31	B. B. Earnshaw & Bro	575	1,201.50									
31	B. F. Joy	576	329.36									
31	P. Mann & Co	578				161.55						
31	S. S. Daish & Sons	581								583.68		
Feb. 28	H. G. Thomas	638		31.42								
28	J. B. Kendall	684							71.02			
28	Melville Lindsay	689		93.70								
28	B. B. Earnshaw & Bro	691	358.50									
28	Wm. H. Butler	702						10.50				
28	S. S. Daish & Son	703								508.52		
Mar. 21	W. E. Brown	731					125.00					
31	Paul Hiser & Bro	740			18.00							
31	F. Shea	741					228.00					
31	W. M. Galt & Co	745	412.50									
31	B. B. Earnshaw & Bro	749	548.25									
31	W. L. King	765						19.93				
31	J. B. Kendall	770							12.43			
31	P. H. Heiskell, jr., & Co	781			35.23							
31	Barber & Ross	787		21.00								
31	S. S. Daish & Son	790								267.98		
31	J. W. Bartley	798			656.25							
Apr. 27	Thos. W. Riley	821				225.00						
30	E. E. Berry	828									20.00	
30	Peter Henderson & Co	856			21.35							
30	S. S. Daish & Son	863								185.33		
30	W. M. Galt & Co	872	550.00									
30	B. B. Earnshaw & Bro	885	631.50									
30	W. E. Clark & Co	889		176.33	374.27							
30	Lutz & Bro	894						132.00				
May 21	H. S. Halley	923			44.50							
31	W. M. Galt & Co	959	330.00									
31	F. Shea	963					385.00					
31	W. L. King	964						9.07				
31	P. H. Heiskell, jr., & Co	966			6.75							
31	F. P. May & Co	973		2.20								
31	Chas. T. Carter & Co	974		30.64								
31	B. B. Earnshaw & Bro	977	350.25									

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

FARM, GARDEN, AND STABLE—Continued.

Date.	Furnished by—	Voucher No.	Feed.	Implements, horse shoes, etc.	Plants and seeds.	Manures.	Live stock.	Harness and repairs.	Vehicles and repairs.	Hay and straw.	Incidental expenses.	Grand total.
1894.												
May 31	W. E. Clark & Co	980		$209.44	$22.80							
June 30	A. S. Graham	1020		28.00								
30	A. Edmonds	1022									$31.50	
30	Jas. A. Beall	1024							$172.00			
30	S. S. Adams	1035							37.18			
30	B. B. Earnshaw & Bro	1050	$584.25									
30	W. E. Clark & Co	1053		40.49	9.00	$21.67						
30	W. M. Galt & Co	1062	495.00									
30	W. L. King	1068						$17.90				
30	M. Lindsay	1069		21.00								
30	W. A. Pate	1070							33.39			
30	J. B. Kendall	1079							32.18			
30	W. M. Galt & Co	1104				75.00						
30	Lutz & Bro	1108						2.00				
30	J. W. Bartley	1113			7.00							
30	David Murphy	1120				83.33	$250.00					
30	Union Transfer Co	1123				100.00						
30	F. Shea	1150					240.00					
30	P. Mann & Co	1151				321.25						
30	John McDermott & Bro	1158							13.25			
30	Perry Scott	1160					165.00					
	Total		10,695.21	1,187.63	1,606.90	1,582.32	3,514.00	369.06	1,019.95	$2,734.53	1,092.83	$23,802.43

REPAIRS AND IMPROVEMENTS.

Date.	Furnished by—	Voucher No.	Lumber, doors, etc.	Hardware, etc.	Engineers and plumbers' supplies.	Paints, oils, glass, etc.	Roofing.	Iron work, etc.	Plastering, etc.	Sundry small repairs.	Fire and other apparatus.	Masons' supplies.	Building.	Grand total.
1893.														
July 31	Chas. M. Childs & Co	41				$256.95								
31	Robert Leitch & Sons	46			$67.09									
14	Pettit & Dripps	1								$990.25				
31	S. M. Frazier	2							$73.48					
31	Robert Leitch & Sons	3			160.55									
31	The Washington Sewer Cleaning Co	4								490.00				
31	S. M. Frazier	358							29.70					
Aug. 31	Church & Stephenson	110	$45.05											
31	Lubroleine Oil Co	116				81.03								
31	Ingalls & Kendricken	120									$525.00			
31	C. E. Bigelow	126			271.00									
31	Shoemaker & Busch	129				35.86								
31	Thos. P. Morgan	6								980.00				
31	Church & Stephenson	7	235.95											
31	Libbey, Bittinger & Miller	8	378.54											
31	W. T. Galliher & Bro	9	409.15											
31	S. M. Frazier	359							240.00					
31	John R. Evans	360							101.25					
Sept. 30	Chas. Becker	181				152.76								
30	Patapsco Oil and Grease Co	197			21.00									
30	Chas. M. Childs & Co	198				252.35								
30	E. J. Brooks & Co	204		$94.70										
30	Hugh Reilly	220				10.50								
30	Geo. Ryneal, jr	221				55.05								
30	Berry Bros	226				43.75								
30	The Philip Carey Manufacturing Co	231			224.40									
30	Daniel Shanahan	242				12.00								
30	Church & Stephenson	243	54.00											
30	Robert Leitch & Sons	11			190.42									
30	Chas. T. Carter & Co	12		58.59										
30	Wm. Sellers & Co	13		22.86										
30	Dufur & Co	14								63.00				
30	Church & Stephenson	15	304.03											
30	Libbey, Bittinger & Miller	16	215.78											
30	S. M. Frazier	362							133.18					
Oct. 31	Chas. Becker	290				178.60								
31	Chas. M. Childs & Co	294				251.00								
31	L. H. Schneider's Son	318		267.87										

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

REPAIRS AND IMPROVEMENTS—Continued.

Date.	Furnished by—	Voucher No.	Lumber, doors, etc.	Hardware, etc.	Engineers and plumbers' supplies.	Paints, oils, glass, etc.	Roofing.	Iron work, etc.	Plastering, etc.	Sundry small repairs.	Fire and other apparatus.	Masons' supplies.	Building.	Grand total.
1893.														
Oct. 31	Chas. White & Co	18								$1,200.00				
31	W. T. Galliher & Bro	19	$251.26											
31	John R. Evans	20										$20.25		
31	A. Lambla	21									$21.00			
31	Clark Bros	22							$51.50					
31	L. H. Schneider's Son	23		$19.62										
31	Pettit & Drippe	24						$166.01						
31	S. M. Frazier	364							145.33					
Nov. 28	G. R. Herbert	362									264.00			
29	Robert Leitch & Sons	373			$57.15									
29	L. S. Tyndall	404				$140.64								
29	W. A. Pate	26					$104.76							
29	Robert Leitch & Sons	27			257.37									
29	John R. Evans	28										20.25		
29	Libbey, Bittinger & Miller	29	262.00											
29	W. T. Galliher & Bro	30	537.45											
29	Robert Leitch & Sons	366			126.61									
29	S. M. Frazier	367										65.90		
29	Church & Stephenson	368	302.67											
29	Libbey, Bittinger & Miller	369	146.10											
29	C. R. Monroe	372											$5,500.00	
Dec. 30	Chas. Becker	451				158.08								
30	G. R. Herbert	453									146.40			
30	Lubroleine Oil Co	456				66.66								
30	Chas. M. Childs & Co	459				123.56								
30	Robt. Boyd	502		6.85										
27	Potomac Stone Co	375										106.22		
30	The Alfred Richards Brick Co	376										509.85		
30	C. R. Monroe	378											4,500.00	
30	John R. Evans	32										20.25		
30	S. M. Frazier	33										63.13		
30	W. M. Whyte & Bro	34						36.00						
30	W. E. Clark & Co	35		60.00										
1894.														
Jan. 31	Chas. T. Carter & Co	559		72.99										
31	Robert Leitch & Sons	560			15.00									
31	E. J. Brooks & Co	563		119.86										
31	Robert Leitch & Sons	37			138.42									
31	Otis Bros. & Co	38									11.00			
31	W. A. Pate	39					23.28							
31	C. R. Monroe	380											2,500.00	

1893.														
Dec. 30	E. A. Williams & Son	605									117.80			
1894.														
Feb. 28	Smith, Kline and French Co	624				53.77								
28	Chas. Becker	630				156.56								
28	D. Saunders' Son	633		12.75										
28	Francis Miller	643				8.30								
28	Chas. E. Hodgkin	659				6.00								
28	Jas. M. Hodges	661				3.50								
28	F. P. May & Co	666		124.77										
28	Geo. Ryneal, jr	668				85.66								
28	E. E. Jackson & Co	699	16.20											
28	Wm. H. Butler	702				3.25								
28	J. H. Chesley & Co	704		199.74										
28	S. M. Frazier	41							53.85					
28	Francis Miller	42				51.00								
28	J. T. Walker Sons	43								27.00				
28	W. H. Butler	44				205.25								
28	J. H. Chesley & Co	45		125.12										
28	C. R. Monroe	383											2,000.00	
Mar. 24	Church & Stephenson	732	99.59											
31	J. H. Chesley & Co	766		6.75										
31	E. G. Schafer & Co	773								6.00				
31	Hugh Reilly	775				24.91								
31	M. Roche	782			8.50									
31	F. P. May & Co	784		15.15										
31	Geo. Ryneal, jr	788				24.13								
31	Bramhall, Deane & Co	791			117.00									
31	L. H. Schneider's Son	795		219.82										
24	Church & Stephenson	47	90.62											
31	J. H. Stevens	48							41.92					
31	J. T. Campbell	49	19.73											
31	S. M. Frazier	50							23.05					
31	E. G. Schafer & Co	52			31.50									
31	J. H. Chesley & Co	53		17.89										
31	L. H. Schneider's Son	54		22.40										
31	C. R. Monroe	385											1,000.00	
31	S. M. Frazier	386							42.80					
31	L. H. Schneider's Son	387									196.67			
Apr. 30	Schaum & Uhlinger	831								19.41				
30	Patapsco Oil and Grease Co	832				41.40								
30	E. J. Brooks & Co	835		92.50										
30	Shoemaker & Busch	839				6.80								
30	C. E. Bigelow	840			78.00									
30	Bramhall, Deane & Co	841								27.00				
30	Chas. M. Childs & Co	846				129.43								
30	F. P. May & Co	868		.90										
30	Robert Leitch & Sons	887			16.53									
27	A. P. Swoyer & Co	55	581.55											
30	A. Lambla	56									7.50			
30	Dufur & Co	57						22.50						
30	W. E. Clark & Co	58		13.20										

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

REPAIRS AND IMPROVEMENTS—Continued.

Date.	Furnished by—	Voucher No.	Lumber, doors, etc.	Hardware, etc.	Engineers and plumbers' supplies.	Paints, oils, glass, etc.	Roofing.	Iron work, etc.	Plastering, etc.	Sundry small repairs.	Fire and other apparatus.	Masons' supplies.	Building.	Grand total.
1894.														
Apr. 30	Robt. Leitch & Sons	59			$28.36									
30	S. M. Frazier	389										$94.20		
30	C. R. Monroe	390											$1,000.00	
May 31	Chas. Becker	931				$161.12								
31	Chas. M. Childs & Co	938				122.62								
31	Smith, Kline and French Co	955				27.08								
31	Robert Leitch & Sons	979			20.99									
31	Jas. H. Chesley & Co	983		$63.25										
31	Clark Bros	61							$16.50					
31	Chas. T. Carter & Co	62		17.60										
31	Robert Leitch & Sons	63			46.52									
31	J. H. Chesley & Co	64					$46.70							
31	The Alfred Richards Brick Co	392										62.47		
31	.....do	393										46.30		
31	.....do	394										33.07		
31	.....do	395										121.28		
31	.....do	396										52.92		
31	C. R. Monroe	397											3,000.00	
June 30	Lubroleine Oil Co	1041				66.26								
30	Thos. C. Basshor & Co	1043			45.00									
30	S. M. Frazier	1055							31.57					
30	L. H. Schneider's Son	1059		107.09										
30	W. H. Butler	1061				55.02								
30	J. H. Chesley & Co	1071		25.18										
30	Francis Miller	1099				9.50								
30	Robt. Boyd	1100		9.55										
30	Geo. Ryneal, jr	1102				15.18								
30	Witherell Bros	1103				11.68								
30	E. E. Jackson & Co	1109	$2.10											
30	Geo. White & Sons	1114						$2.46						
30	E. G. Schafer & Co	1121			54.20									
30	C. R. Monroe	399											497.00	
30	Hayward & Hutchinson	400								$32.20				
30	W. H. Galliher & Co	403	83.80											
30	Robert Leitch & Sons	1154			22.54									
30	Church & Stephenson	1156	141.19											
30	Pettit & Dripps	1157						167.05						
	Total		4,176.76	1,797.00	1,998.15	3,087.21	174.74	394.02	984.13	3,334.86	$1,289.37	1,216.09	19,997.00	$38,949.33

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SALARIES AND WAGES.

Date.	Furnished by—	Voucher No.	Superintendent, physicians, and general office.	Ward service.	Inside domestic department.	Engineers' department.	Farm and garden, hauling coal, drivers, etc.	Mechanics and helpers.	Making clothing.	Laundry.	Sunday service.	Grand total.
1893.												
July 6	Timothy O'Leary	3		$3.48								
8	Alice Pumphrey	5							$8.50			
29	Rachel M. Wood	9							8.50			
31	Teresa Sanford	10							4.08			
31	Gennie Biggs	11							8.50			
31	Sarah Woods	12							8.50			
31	Patrick Ronan	14					$8.00					
31	Pay roll, support	55	$1,591.97	884.16								
31	do	56		1,204.03								
31	do	57		1,070.00								
31	do	58		836.06								
31	do	59		743.52								
31	do	60		23.23								
31	do	61		886.00								
31	do	62		325.51								
31	do	63			$1,036.22							
31	do	64			644.98							
31	do	65			88.74							
31	do	66								$547.27		
31	do	67					1,258.99					
31	do	68					494.99					
31	do	69				$850.83		$954.43				
31	do	70					1,164.80					
31	do	71					436.80					
31	Pay roll, repairs, and improvements	5						543.25				
31	Thos. Barber	73		25.00								
Aug. 8	C. E. Gardner	75							8.50			
11	L. A. McKenney	76							8.50			
12	A. Wathen	78							6.00			
12	Elizabeth Bladen	80							8.50			
16	Sarah M. Lanham	83							8.50			
16	Rachel E. Payne	84							8.50			
16	Lillie Owens	85							8.50			
17	C. M. Barnes	86							8.50			
18	O. A. Moore	87							14.66			
19	Kate Goodwin	92							7.00			
22	Alice Pumphrey	93							6.00			
25	Jane Beavan	95							15.32			

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SALARIES AND WAGES—Co ntinued.

Date.	Furnished by—	Voucher No.	Superintendent, physicians, and general office.	Ward service.	Inside domestic department.	Engineers' department.	Farm and garden, hauling coal, drivers, etc.	Mechanics and helpers.	Making clothing.	Laundry.	Sunday service.	Grand total.
1893.												
Aug. 26	Lizzie Langley	96							$6.00			
28	Annie R. Anderson	97							10.00			
29	Matilda McInturf	98							14.50			
31	Patrick Rouan	101					$8.00					
31	Catharine Krieg	102							6.00			
31	Pay roll, support	134	$1,599.97	$899.16								
31	do	135		1,178.55								
31	do	136		1,086.54								
31	do	137		856.23								
31	do	138		720.14								
31	do	139		21.84								
31	do	140		856.12								
31	do	141		308.45								
31	do	142			$1,031.94							
31	do	143			624.86							
31	do	144			74.68							
31	do	145								$541.22		
31	do	146					1,268.33					
31	do	147					473.69					
31	do	148				$855.83		$961.34				
31	do	149					1,276.50					
31	do	150					509.70					
31	Pay roll, repairs, and improvements	10						730.94				
31	Pay roll, buildings, and grounds	361						187.97				
Sept. 6	Sarah M. Lanham	155							10.00			
7	A. Wathen	157							6.00			
7	Emma Green	158							6.00			
8	Mary Norfolk	160							8.50			
1[illegible]	C. E. Gardner	162							6.00			
16	Gennie Biggs	163							8.50			
19	Matilda McInturf	165							8.50			
20	Mary A. Thompson	166							8.50			
22	Elizabeth Bladen	167							9.00			
22	Sarah Woods	168							6.00			
23	Jane Beavan	169							8.84			
28	Sarah J. Poates	171							6.75			
30	Rachel E. Payne	172							16.00			
30	Ellen Bowling	173							17.50			

	30	Patrick Rouan	177					8.00				
	30	Mary F. Cator	178							9.00		
	30	Pay roll, support	245	1,766.24	725.00							
	30	.....do	246		1,188.66							
	30	.....do	247		1,083.23							
	30	.....do	248		875.17							
	30	.....do	249		736.00							
	30	.....do	250		66.40							
	30	.....do	251		851.98							
	30	.....do	252		329.13							
	30	.....do	253			1,047.18						
	30	.....do	254			681.37						
	30	.....do	255			104.33						
	30	.....do	256								532.70	
	30	.....do	257					1,268.34				
	30	.....do	258					599.03				
	30	.....do	259				855.84		918.71			
	30	.....do	260					1,194.80				
	30	.....do	261					819.80				
	30	Pay roll, repairs, and improvements	17						677.32			
	30	Pay roll, buildings, and grounds	363						177.00			
Oct.	5	S. M. Lanham	269							6.00		
	19	C. E. Gardner	272							9.00		
	20	Laura Brauman	273							8.50		
	21	Jane Beavan	274							9.00		
	24	Lizzie Langley	276							9.00		
	25	C. M. Barnes	277							8.50		
	25	H. M. McAndrews	278							8.50		
	30	O. A. Moore	281							8.50		
	31	Kate Goodwin	282							9.00		
	31	Lillie Owens	283							8.50		
	31	P. Rouan	284					8.00				
	31	Elizabeth Bladen	285							9.00		
	31	Pay roll, support	327	1,872.44	670.00							
	31	.....do	328		1,209.03							
	31	.....do	329		1,095.73							
	31	.....do	330		883.16							
	31	.....do	331		753.41							
	31	.....do	332		151.00							
	31	.....do	333		868.86							
	31	.....do	334		321.10							
	31	.....do	335			1,035.39						
	31	.....do	336			659.50						
	31	.....do	337			103.39						
	31	.....do	338								540.90	
	31	.....do	339					1,273.33				
	31	.....do	340					702.33				
	31	.....do	341				863.57		914.73			
	31	.....do	342					1,183.60				
	31	.....do	343					630.90				
	31	Pay roll, repairs, and improvements	25						714.55			
	31	Pay-roll, buildings, and grounds	365						147.50			

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SALARIES AND WAGES—Continued.

Date.	Furnished by—	Voucher No.	Superintendent, physicians, and general office.	Ward service.	Inside domestic department.	Engineers' department.	Farm and garden, hauling coal, drivers, etc.	Mechanics and helpers.	Making clothing.	Laundry.	Sunday service.	Grand total.
1893.												
Nov. 9	Ellen Bowling	350							$9.00			
15	Emma E. Wood	352							8.50			
15	Alice Pumphrey	353							8.50			
18	Matilda McInturf	354							8.50			
22	Kate Downs	355							8.50			
22	M. A. Thompson	356							8.50			
23	Catharine Krieg	357							6.00			
24	Jane Beavan	359							6.00			
25	Gennie Biggs	361							8.50			
28	Rachel E. Payne	363							9.00			
29	A. Hannan	365							8.50			
29	P. Rouan	366					$8.00					
29	Sarah M. Lanham	367							6.00			
29	Laura Brauman	369							17.00			
29	Elizabeth Bladen	390							8.50			
29	Pay roll, support	405	$1,864.96	$669.00								
29	do	406		1,190.00								
29	do	407		1,115.50								
29	do	408		933.00								
29	do	409		798.00								
29	do	410		141.15								
29	do	411		866.33								
29	do	412		290.07								
29	do	413			$1,017.41							
29	do	414			640.00							
29	do	415			113.74							
29	do	416								$528.59		
29	do	417					1,273.33					
29	do	418					761.47					
29	do	419				$960.83		$1,058.78				
29	do	420					1,112.30					
29	do	421					591.90					
29	Pay roll, repairs and improvements	31						300.00				
29	Pay roll, buildings and grounds	371						510.00				
29	do	374						104.00				
Dec. 4	Sarah A. Woods	425							6.00			
8	Emma Green	426							8.50			
9	Ellen Bowling	427							9.00			
11	Matilda McInturf	428							10.50			
12	Mary F. Cator	429							9.00			

14	Mary Norfolk	430							8.50			
15	C. E. Gardner	431							6.00			
18	Sarah J. Poates	432							8.50			
21	Martha Weedon	434							8.50			
30	Patrick Rouan	441					8.00					
30	Annie Hannan	445							9.00			
30	Pay roll, support	513	1,849.08	700.00								
30	.....do	514		1,190.00								
30	.....do	515		1,092.34								
30	.....do	516		923.00								
30	.....do	517		805.16								
30	.....do	518		131.71								
30	.....do	519		854.03								
30	.....do	520		296.35								
30	.....do	521			964.34							
30	.....do	522			632.50							
30	.....do	523			148.01							
30	.....do	524								542.00		
30	.....do	525					1,273.34					
30	.....do	526					687.85					
30	.....do	527				972.29		861.35				
30	.....do	528					949.40					
30	W. G. Parks	379						104.00				
30	Pay roll, buildings and grounds	377						358.44				
30	Pay roll, repairs and improvements	36						232.69				
1894.												
Jan. 6	O. A. Moore	531							9.00			
16	Laura Brauman	532							8.50			
26	C. M. Barnes	550							8.50			
31	Patrick Rouan	553					8.00					
36	F. W. Dettmer	554				6.00						
31	Pay roll, support	587	1,856.96	658.31								
31	.....do	588		1,215.80								
31	.....do	589		1,117.97								
31	.....do	590		956.39								
31	.....do	591		824.05								
31	.....do	592		152.29								
31	.....do	593		865.00								
31	.....do	594		281.32								
31	.....do	595			995.16							
31	.....do	596			635.45							
31	.....do	597			119.94							
31	.....do	598								572.95		
31	.....do	599					1,239.16					
31	.....do	600					549.10					
31	.....do	601				935.83		786.73				
31	.....do	602					920.40					
31	Pay roll, repairs and improvements	40						10.50				
31	W. G. Parks	381						108.00				
20	Pay roll, buildings and grounds	382						26.50				
Feb. 20	M. McInturf	609							6.00			
28	Patrick Rouan	610					8.00					

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SALARIES AND WAGES—Continued.

Date.	Furnished by—	Voucher No.	Superintendent, physicians, and general office.	Ward service.	Inside domestic department.	Engineers' department.	Farm and garden, hauling coal, drivers, etc.	Mechanics and helpers.	Making clothing.	Laundry.	Sunday service.	Grand total.
1894.												
Feb. 28	Henry G. Kenner	615					$26.05					
28	Pay roll, support	708	$1,909.46	$620.00								
28	do	709		1,215.00								
28	do	710		1,112.50								
28	do	711		948.00								
28	do	712		857.00								
28	do	713		94.00								
28	do	714		886.50								
28	do	715		229.00								
28	do	716			$1,040.16							
28	do	717			627.00							
28	do	718			144.50							
28	do	719								$545.79		
28	do	720					1,240.41					
28	do	721					509.60					
28	do	722				$883.33		$817.93				
28	do	723					794.40					
28	Pay roll, buildings and grounds	384						158.25				
Mar. 31	Patrick Rouan	752					8.00					
31	Pay roll, support	799	1,859.24	620.00								
31	do	800		1,210.00								
31	do	801		1,099.53								
31	do	802		979.00								
31	do	803		866.00								
31	do	804		114.91								
31	do	805		880.48								
31	do	806		294.17								
31	do	807			1,013.68							
31	do	808			626.23							
31	do	809			167.50							
31	do	810								555.36		
31	do	811					1,249.18					
31	do	812					346.49					
31	do	813				905.84		834.02				
31	do	814					1,083.00					
31	Pay roll, buildings and grounds	388						482.00				
Apr. 12	M. McInturf	817							$6.00			
12	Annie V. Cross	818							8.50			
28	Jane Beavan	822							9.00			
30	Oliver T. Shepard	826					18.00					

	30	Patrick Rouan	827					8.00				
	30	Pay roll, support	900	1,891.13	620.00							
	30	do	901		1,205.00							
	30	do	902		1,107.50							
	30	do	903		948.83							
	30	do	904		813.60							
	30	do	905		125.67							
	30	do	906		901.66							
	30	do	907		281.27							
	30	do	908			1,006.66						
	30	do	909			639.00						
	30	do	910			159.59						
	30	do	911								567.00	
	30	do	912					1,249.49				
	30	do	913					258.50				
	30	do	914				865.83		823.08			
	30	do	915					1,119.28				
	30	do	916					120.60				
	30	Pay roll, repairs and improvements	60						297.38			
	30	Pay roll, buildings and grounds	391						360.00			
May	9	M. McInturf	920							6.00		
	9	Ellen Bowling	921							6.00		
	21	John Beall	922					5.00				
	26	Jane Beavan	924							12.00		
	31	Patrick Rouan	928					8.00				
	31	Pay roll, support	988	1,899.13	620.00							
	31	do	989		1,190.33							
	31	do	990		1,107.50							
	21	do	991		950.90							
	31	do	992		815.42							
	31	do	993		40.68							
	31	do	994		855.00							
	31	do	995		261.00							
	31	do	996			1,006.66						
	31	do	997			615.00						
	31	do	998			175.60						
	31	do	999								549.45	
	31	do	1000					1,254.16				
	31	do	1001					258.50				
	31	do	1002				924.16		876.49			
	31	do	1003					1,188.48				
	31	do	1004					180.00				
	31	Pay roll, repairs and improvements	65						75.00			
	31	Pay roll, buildings and grounds	398						342.75			
June	14	W. E. Parson	1007									$100.00
	23	Ellen Bowling	1011							9.00		
	23	Jane Beavan	1013							12.00		
	23	M. McInturf	1014							9.00		
	30	Patrick Rouan	1017					8.00				
	30	John Chester	1031									100.00
	30	Jacob D. Wilson	1032									100.00

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1894—Continued.

SALARIES AND WAGES—Continued.

Date.	Furnished by—	Voucher No.	Superintendent, physicians, and general office.	Ward service.	Inside domestic department.	Engineers' department.	Farm and garden, hauling coal, drivers, etc.	Mechanics and helpers.	Making clothing.	Laundry.	Sunday service.	Grand total.
1894.												
June 30	Thos. B. Hughes	1033									$100.00	
30	M. J. Stack	1057	$150.00									
30	Pay roll, support	1129	1,741.24	$650.00								
30	do	1130		1,123.00								
30	do	1131		1,090.50								
30	do	1132		968.00								
30	do	1133		856.16								
30	do	1134		37.37								
30	do	1135		837.67								
30	do	1136		285.40								
30	do	1137			$1,007.18							
30	do	1138			626.00							
30	do	1139			182.77							
30	do	1140								$559.00		
30	do	1141					$1,251.51					
30	do	1142					261.77					
30	do	1143				$900.84		$872.86				
30	do	1144					1,158.02					
30	do	1145					127.80					
30	Pay roll, buildings and grounds	402						45.38				
30	do	404						154.88				
	Total		21,851.82	71,575.30	21,386.66	10,681.02	37,660.41	17,528.75	$725.65	6,582.23	$400.00	$188,391.84

Detailed statement of receipts and expenditures for the fiscal year ending June 30, 1894.

RECEIPTS.

pproprition for support	$266,786.00
pproprition for District of Columbia	96,214.00
pproprition for repairs and improvements	13,000.00
pproprition for buildings and grounds	62,500.00
iscellaneous receipts	32,331.58
n hand, support	23.00
n hand, repairs and improvements	107.38
n hand, buildings and grounds	25,509.75
	496,471.71

EXPENDITURES.

ubsistence:		
Flour, meal, and crackers	$14,753.97	
Ice	4,445.10	
Butter, cheese, and eggs	23,060.81	
Fresh meat	25,171.85	
Salt and smoked meat	6,576.97	
Fish and poultry	6,933.85	
Tea and coffee	8,793.93	
Sugar and molasses	9,300.80	
Lard	1,413.38	
Fruit and vegetables	7,273.97	
Other groceries	11,100.91	
		$118,825.54
ouse-furnishing, fuel, lights, etc.:		
Furniture, fixtures, etc	4,181.68	
Bedding	5,624.45	
Table and towel linen	638.74	
Utensils, crockery, etc	5,418.30	
Kitchen fittings	2,090.37	
Laundry supplies	2,154.23	
Carpets	621.75	
Hard coal	4,195.09	
Soft coal	11,337.06	
Wood	467.06	
Lights, oils, etc	1,400.23	
Charcoal	169.35	
		38,298.31
ry goods and clothing, books, stationery, and miscellaneous:		
Boots, shoes, and slippers	3,288.70	
New clothing	2,336.08	
Clothing material	5,969.73	
Hats	410.63	
Notions	606.24	
Books and periodicals	857.24	
Stationery and postage	1,063.21	
Freight and hauling	538.61	
Incidental work, etc	833.66	
Advertising	15.89	
Electrical instruments	18.05	
Photographic instruments, etc	388.59	
		16,326.63
Medical supplies, expended for amusement of patients, etc.:		
Drugs, medicines, etc	3,181.51	
Alcoholic stimulants	1,389.27	
Instruments, etc	140.53	
Returning eloped patients	86.00	
Amusement of patients	3,321.68	
Sending to their homes	272.97	
Refunded board money	7.86	
Pathological supplies	74.52	
Dental supplies	156.68	
		8,631.02

EXPENDITURES—continued.

Farm, garden, and stable:		
Feed	$10,695.21	
Implements, horseshoes, etc	1,187.63	
Plants and seeds	1,606.90	
Manures	1,582.32	
Live stock	3,514.00	
Harness and repairs	369.06	
Vehicles and repairs	1,019.95	
Hay and straw	2,734.53	
Incidental expenses	1,092.83	
		$23,802.43
Repairs and improvements:		
Lumber, doors, etc	4,176.76	
Hardware, etc	1,797.00	
Engineers' and plumbers' supplies	1,998.15	
Paints, oils, glass, etc	3,087.21	
Roofing	174.74	
Iron work, etc	394.02	
Plastering, etc	984.13	
Sundry small repairs	3,834.86	
Fire and other apparatus	1,289.37	
Masons' supplies	1,216.09	
Building	19,997.00	
		38,949.33
Salaries and wages:		
Superintendent, physicians, and general office	21,851.82	
Ward service	71,575.30	
Inside domestic department	21,386.66	
Engineers' department	10,681.02	
Farm and garden, hauling coal, drivers, etc	37,660.41	
Mechanics and helpers	17,528.75	
Making clothing	725.65	
Laundry	6,582.23	
Sunday service	400.00	
		188,391.84
On hand:		
Support		1,379.04
Repairs and improvements		64.52
Buildings and grounds		61,663.32
Covered into the U. S. Treasury:		
On support		23.00
Repairs and improvements		107.38
Buildings and grounds		9.35
		496,471.71

Itemized receipts.

1893.	Cash received for—	
July 1.	Board of United States Soldiers' Home patients	$1,057.86
6.	Board and special attendance of S. C. Borrows	260.00
6.	Board of C. V. Supplee	25.00
6.	Board of Mary E. Webster	65.00
10.	Board of Adolph Berger	65.00
12.	Board of Louis E. Fagan	59.00
12.	Board of Fannie P. Stroud	20.00
13.	Board of Martha Herman	20.00
15.	Board of Chas. K. Yancey	91.00
19.	Board and special attendance of Edward Burchell	211.00
20.	Board of Fannie L. Jecko	22.16
22.	Board of Mary E. Watkins	32.50
29.	Board of Joseph P. Hutchins	72.00
31.	Board of Francis M. Cook	65.00
31.	Board of M. A. Gilleland	28.28
31.	Board of Marine-Hospital Service	1,454.14
31.	Board of Martha A. Garland	20.00
31.	Board of C. V. Supplee	25.00
31.	Board of Martha Herman	20.00
31.	Board of Carolina L. Hotchkiss	20.00

Itemized receipts—Continued.

1893.			
nly	31.	Board of W. H. Zepp	$91.00
	31.	Board of Antonette Lavezzi	89.28
	31.	Sale of stock, etc	207.29
ug.	8.	Special attendance of Rollin Perkins	75.00
	8.	Board of J. A. Kellogg	40.00
	10.	Board of Amon Woodward	20.00
	14.	Board of Bryan Hall	65.00
	14.	Board of George Hare	65.00
	16.	Board of Earl S. Stone	65.00
	16.	Board of Fannie P. Stroud	25.00
	16.	Board of Henry Raff	45.00
	18.	Board of Frank B. Hayes	65.00
	28.	Board of Frances Given	5.00
	31.	Board of W. H. Rose	73.57
	31.	Board of Carrie L. Hotchkiss	21.43
	31.	Sale of stock, etc	91.25
ept.	2.	Board of Martha A. Garland	15.00
	4.	Board of Amon Woodward	25.00
	6.	Board of W. H. Hindes	65.00
	6.	Board of Frances Winn	60.00
	6.	Board of C. S. Price	13.00
	6.	Board of Frances Given	5.00
	8.	Board of Martha Herman	25.00
	14.	Board of John G. Hildt	65.00
	14.	Board of Frank P. Davis	65.00
	16.	Board of Frances Given	5.00
	16.	Board of Chu-e-rah-rah-he-kah	91.00
	16.	Board of Hard Hearing Fool	91.00
	16.	Boord of Jos. Williams	71.00
	17.	Board of Benj. F. Ellis	65.00
	19.	Board of Fannie L. Jecko	29.16
	20.	Board of Fannie P. Stroud	20.00
	22.	Board of Mary S. Hart	130.00
	22.	Board of Augustus Hathaway	260.00
	23.	Board of A. D. McCall	65.00
	27.	Board of Frances Given	5.00
	30.	Board of U. S. Soldiers' Home patients	1,055.00
	30.	Board of Carrie L. Hotchkiss	20.00
	30.	Board of J. E. Wilson	100.00
	30.	Board of Amon Woodward	20.00
	30.	Board of Martha Herman	20.00
	30.	Board of Cath. V. Supplee	25.00
	30.	Board and special attendance of Edw. Burchell	211.00
	30.	Board of Marine-Hospital Service	1,497.86
	30.	Board of C. K. Yancey	91.00
	30.	Sale of stock, etc	233.75
ct.	5.	Board of Martha A. Garland	20.00
	7.	Board of Frances Given	5.00
	10.	Board of H. S. Cottel	177.30
	11.	Board of Mary E. Watkins	32.50
	12.	Board of Fannie P. Stroud	20.00
	13.	Board of Martha A. Garland	10.00
	14.	Board of Frances Given	5.00
	14.	Board of Rufus E. Wilcox	65.00
	17.	Board and special attendance of S. C. Borrows	260.00
	17.	Board of E. A. Bradley	65.00
	21.	Board of Frances Given	5.00
	27.	Board of Francis M. Cook	65.00
	28.	Board of Frances Given	5.00
	30.	Board of J. A. Cutter	58.50
	31.	Special attendance of Rollin Perkins	75.00
	31.	Board of Mary E. Webster	65.00
	31.	Board of Carrie L. Hotchkiss	22.00
	31.	Board of Amon Woodward	20.00
	31.	Board of Bryan Hall	65.00
	31.	Board of Jas. E. Wilson	26.00
	31.	Board of Frances Given	5.00
	31.	Sale of stock, etc	152.89

Itemized receipts—Continued.

1893.			
Nov.	4.	Board of M. A. Garland	$30.00
	6.	Board of F. B. Hayes	65.00
	7.	Board of John N. Berryman	65.00
	7.	Board of Martha Herman	25.00
	10.	Board of Frances Given	5.00
	15.	Board of J. A. Kellogg	40.00
	16.	Board of Geo. Hare	65.00
	16.	Board of William Griffith	260.00
	16.	Board of William H. Rose	65.00
	17.	Board of Elizabeth Dungan	20.00
	18.	Board of Frances Given	5.00
	21.	Board of Earl S. Stone	65.00
	24.	Board of John A. Cutter	58.50
	25.	Board of Frances Given	5.00
	29.	Board of Amon Woodward	20.00
	29.	Board of Antonette Lavezzi	65.00
	29.	Transportation of E. E. Payne, Marine-Hospital Service	9.95
	29.	Board of Frances Given	5.00
	29.	Board of Carolina Hotchkiss	20.00
	29.	Board of Geo. W. Webb	30.00
	29.	Board of M. A. Garland	25.00
	29.	Board of Wm. H. Hindes	65.00
	29.	Sale of stock, etc	125.42
Dec.	7.	Board of Edward Lake	6,228.57
	8.	Board of Benj. F. Ellis	65.00
	8.	Board of Frances Given	5.00
	9.	Board of A. D. McCall	65.00
	12.	Board of Martha Herman	20.00
	12.	Board of W. H. Zepp	91.00
	15.	Board of Frances Given	5.00
	16.	Board of John G. Hildt	65.00
	16.	Board of Frances Winn	20.00
	18.	Board of Elizabeth Dungan	9.28
	20.	Board of Rufus E. Wilcox	65.00
	23.	Board of Frances Given	5.00
	27.	Board of Fannie L. Jecko	29.16
	27.	Board of Frank P. Davis	65.00
	29.	Board of Chu e rah rah he kah	91.00
	29.	Board of Hard-Hearing Fool	91.00
	30.	Board and special attendance of Edward Burchell	180.00
	30.	Board of U. S. Soldiers' Home patients	990.71
	30.	Board of Geo. W. Webb	30.00
	30.	Board of Amon Woodward	20.00
	30.	Board of Elizabeth Dungan	22.14
	30.	Board and special attendance of S. C. Borrows	260.00
	30.	Board of E. J. Losey	20.00
	30.	Board of C. M. Callahan	10.00
	30.	Board of Martha A. Garland	12.14
	30.	Board of J. A. Kellogg	65.00
	30.	Special attendance of Rollin Perkins	75.00
	30.	Board of Francis M. Cook	65.00
	30.	Board of Frank P. Hayes	65.00
	30.	Board of Martha Herman	20.00
	30.	Sale of stock, etc	382.48
1894.			
Jan.	4.	Board of Frances Given	5.00
	6.	Board of Thos. C. Gessford	14.00
	16.	Board of Louis E. Fagan	187.00
	16.	Board of E. A. Bradley	50.00
	17.	Board of Bryan H. Hall	65.00
	17.	Board of Thos. C. Gessford	14.00
	18.	Board of Chas. K. Yancey	91.00
	18.	Board of Mary E. Watkins	32.50
	19.	Board of Mary E. Webster	65.00
	22.	Board of Carolina Hotchkiss	17.00
	23.	Board of Joseph Hutchins	144.00
	23.	Board of Marine-Hospital Service	1,469.57
	23.	Board of Mary S. Hart	65.00

Itemized receipts—Continued.

1894			
Jan.	30.	Board of John N. Berryman	$130.00
	31.	Board of Wm. H. Rose	65.00
	31.	Board of Elizabeth Dungan	20.00
	31.	Sale of stock, etc	117.32
Feb.	3.	Board of M. A. Gilliland	27.37
	5.	Board of Amon Woodward	25.00
	5.	Board of Ella J. Losey	20.00
	7.	Board of Carolina Hotchkiss	20.00
	10.	Board of John A. Cutter	58.50
	10.	Board of Geo. Hare	65.00
	10.	Board of Martha A. Garland	25.00
	13.	Board of Martha Herman	25.00
	13.	Board of Edward Lake	65.00
	20.	Board of W. H. Zepp	91.00
	21.	Board of Mary Mulroy	10.00
	24.	Board of Geo. W. Webb	30.00
	28.	Board and special attendance of Edward Burchell	211.00
	28.	Board of Fannie Jecko	29.16
	28.	Board of Elizabeth Dungan	20.00
	28.	Board of Harry D. McEwan	32.00
	28.	Board of Amon Woodward	25.00
	28.	Board of Martha Herman	20.00
	28.	Board of Wm. H. Hindes	65.00
	28.	Sale of stock, etc	438.79
Mar.	6.	Board of Frank White	79.00
	6.	Board of Hard Hearing Fool	91.00
	6.	Board of Chu-e-rah-rah-he-kah	91.00
	7.	Board of Mary Mulroy	10.00
	9.	Board of Geo. W. Webb	30.00
	9.	Board of Benj. F. Ellis	65.00
	10.	Board of Ella J. Losey	20.00
	10.	Board of E. A. Bradley	50.00
	17.	Board of Rufus E. Wilcox	65.00
	17.	Board of Robert G. Dunlap	500.00
	17.	Board of Thos. G. Addison	21.43
	17.	Board of Mary Mulroy	10.00
	22.	Board of A. D. McCall	65.00
	22.	Board of Joseph Hutchins	72.00
	23.	Board of Augustus E. Hathaway	130.00
	24.	Board of Frank P. Davis	65.00
	31.	Board of E. A. Bradley	30.00
	31.	Board of L. L. Lang	15.00
	31.	Board and special attendance of S. C. Borrows	260.00
	31.	Board of C. Z. Borrows	81.00
	31.	Board of Henry D. McEwan	31.00
	31.	Board of Amon Woodward	20.00
	31.	Board of Carrie L. Hotchkiss	20.00
	31.	Board of Mary E. Webster	65.00
	31.	Board of J. A. Kellogg	65.00
	31.	Board of Catharine V. Supplee	25.00
	31.	Board of Martha Herman	25.00
	31.	Sale of stock, etc	62.25
Apr.	11.	Special attendance of Rollin G. Perkins	75.00
	11.	Board of Francis M. Cook	65.00
	11.	Board of W. B. Royall	120.84
	12.	Board of U. S. Soldiers' Home patients	915.63
	12.	Board of E. J. Losey	20.00
	13.	Board of Mary E. Watkins	32.50
	17.	Board of Robert Dunlap	79.29
	17.	Board of Thos. Hynes	260.00
	19.	Board of Marine-Hospital Service	1,338.43
	21.	Board of Frank B. Hayes	65.00
	21.	Board of C. K. Yancey	91.00
	21.	Board of John A. Cutter	58.50
	28.	Board of W. H. Rose	65.00
	30.	Board of Henry D. McEwan	38.00
	30.	Board of Amon Woodward	25.00
	30.	Board of Lucy L. Lang	20.00

Itemized receipts—Continued.

1894.			
Apr.	30.	Board of C. V. Supplee	$25.00
	30.	Board of Carrie Hotchkiss	20.00
	30.	Board of E. J. Losey	20.00
	30.	Board of Martha Herman	20.00
	30.	Sale of stock, etc	198.62
May	12.	Board of Eart S. Stone	65.00
	19.	Board of Chu-e-rah-rah-he-kah	91.00
	19.	Board of Hard Hearing Fool	80.00
	19.	Board of Frank White	91.00
	22.	Board of A. D. McCall	65.00
	25.	Board of Wilfred Snowden	121.00
	31.	Board of Henry D. McEwan	31.00
	31.	Board of Mary E. Rhodes	25.00
	31.	Board of Lucy L. Lang	22.15
	31.	Board of Amon Woodward	20.00
	31.	Board of Benj. F. Ellis	65.00
	31.	Board of French Lugenbeel	7.00
	31.	Board of Martha Herman	20.00
	31.	Board of Wm. H. Hindes	65.00
	31.	Board of Augustus E. Hathaway	130.00
	31.	Sale of stock, etc	393.16
June	11.	Board of Caroline Hotchkiss	25.00
	14.	Board of E. J. Losey	20.00
	14.	Board of Augusta Naylor	175.00
	14.	Board of J. H	50.00
	14.	Board of Rufus E. Wilcox	65.00
	14.	Board of Joseph P. Hutchins	72.00
	14.	Board of J. B. McDonald	10.00
	23.	Board of Geo. Webb	234.00
	25.	Board of J. B. McDonald	10.00
	27.	Board of Mary E. Watkins	32.50
	29.	Sale of stock, etc	255.00
		Total	32,331.58

REPORT

OF THE

ARCHITECT OF THE UNITED STATES CAPITOL.

OFFICE OF THE ARCHITECT OF THE
UNITED STATES CAPITOL,
Washington, D. C., July 1, 1894.

SIR: I have the honor to submit the following report relating to the public work in charge of the Architect of the Capitol, together with a statement of the expenditures disbursed by your department, connected therewith, for the fiscal year ending June 30, 1894.

THE CAPITOL.

The plumbing and drainage of the entire building has been completed, as will appear from the following report of George E. Waring, engineer:

I beg to submit herewith my final report as engineer in charge of the reconstruction of the drainage of the United States Capitol building, the work being now completed.

The character of and the occasion for this work are fully set forth in my report concerning the old drainage system (Senate Document, Report No. 880, Fifty-second Congress, first session) and in my report on the work for the fiscal year ending June 30, 1893, incorporated in the report of the Architect of the Capitol to the Secretary of the Interior of that date.

The work included, practically, the construction of an entirely new system of waste pipes and fixtures throughout the building. The exact amount of material and construction, including more than a mile and a half of piping, is given in the following table:

Total work done and quantities used to completion, October 1, 1893.

PIPING.

	Galvanized steel.	Plain brass.	Brass, nickled.	Total.	Iron fittings.	Brass fittings.	Total.	Joints.
	Feet.	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*
2-inch	1,042	425	15	1,482	453	288	741	1,583
3-inch	1,365	210	595	2,170	249	94	343	810
4-inch	1,563	291	687	2,541	386	156	542	1,308
5-inch	1,358	85	140	1,583	227	67	294	706
6-inch	444	.....	.....	444	97	.....	97	242
8-inch	362	.....	.....	362	41	.....	41	93
Total	6,134	1,011	1,437	8,582	1,453	605	2,058	4,742

Total work done and quantities used to completion, October 1, 1893—Continued.

FIXTURES SET AND CONNECTED.

Wash-basins	174	Sinks	25
Water-closets	87	Corridor sinks	20
Urinals	41	Drinking fountains	4
Bath tubs	16	Cellar floor sink	1
Needle bath	1	Connections from ice-boxes and coolers	5
Vapor bath	1		
Bidets	2	Total fixtures and connections	377

Very respectfully,

GEO. E. WARING, JR.

Considerable repairing has been done to the copper roof of the old portion of the building, much of which should be covered with new copper.

The sandstone balustrade of the old building has been repointed and painted, as has also much of the exterior walls of this portion of the building. The painting and general repairs to the interior have been continued to as great an extent as possible, considering the summer occupation of the building by Congress.

Partitions in the House gallery have been relocated, and the reporters' gallery of both the Senate and House of Representatives extended to meet the requirements for more space in these galleries.

The new apartment for the Senate kitchen has been occupied for some time, but owing to the intensity of the summer heat upon its roof, which is the pavement of the open court, aggravated by the heat from the cooking apparatus, it is almost unendurable for those who occupy it. For this reason it is proposed that some of the cooking apparatus be moved to the adjoining room under the Senate wing, which is within the influence of the exhaust fans and out of the range of the heat of the sun.

The statue of Gen. James Shields, in bronze, presented by the State of Illinois, has been received and placed in the Statuary Hall. It was unveiled December 6, 1893, with public ceremonies, the governor of the State and others officiating.

In compliance with the Senate resolution, passed May 13, 1886, authorizing that, "from time to time, the busts of those who have been Vice-Presidents of the United States shall be procured and placed in the niches of the Senate Chamber," the busts of Aaron Burr, Martin Van Buren, George M. Dallas, and the bust of Vice-President Stevenson have been received.

It is recommended that an additional steam boiler for the House side should be procured as a reserve. During the cold weather all boilers are in use. Should one be thrown out of use, by accident, during such weather great inconvenience would be caused thereby.

It is further recommended that the coal vaults of the House wing be extended and a new room for the kitchen be constructed in connection therewith, as the present kitchen is unsuitable for its purposes and too small for its requirements.

For the accommodation of the document room of the House of Representatives the stables of the Washington and Georgetown Street Railway Company, south of the Capitol grounds, have been rented, as authorized by the resolution of the House of Representatives, passed October 13, 1893. They have been prepared and fitted up and are now occupied for the purpose contemplated.

CAPITOL TERRACES.

The artificial stone pavement between the terrace and the central building has been completed and basins with granite curbings have been built around the spring fountains in the courts of the terrace. The steam heating and plumbing have been extended. Several hundred of the glasses in the vault lights have been broken by expansion, caused by the heat of the sun. These have all been replaced with new lenses, furnished largely at the expense of the contractor.

Much difficulty has been experienced in keeping the roof, which is in reality the footway of the terrace, weather tight, owing to the expansion and contraction of the materials of which it is constructed. It is feared that the plant cases may have to be lined with sheet copper to prevent leakage, which occurs from the causes above named.

CAPITOL GROUNDS.

The statue of Chief Justice Marshall has been inclosed with a granite coping, and the walks around the fountain adjacent thereto have been paved with artificial stone pavement. Considerable repairs have been made to the asphaltic roadways and artificial stone walks.

Mr. Cogan, the chief gardener, reports that one variety of the evergreens, planted extensively in the borders, has become so affected by the scale insect that it was thought best to remove the plants. These, where absolutely needed, were replaced by others more desirable but of less rapid growth, which were taken from places on the grounds too thickly planted.

During the past winter much of the undergrowth along the borders of B streets, north and south, and First street east have been taken out, and as the valuable plants in these borders grow larger more thinning and trimming becomes necessary.

An unusual amount of cutting and trimming of the trees and planting has been accomplished this year.

These grounds are now a much-used thoroughfare and are so densely shaded by large trees and clumps of shrubbery that the safety of persons passing through them at night requires that they should be patrolled by watchmen the entire night. To this end it seems imperatively necessary that an increase in the force of watchmen of the Capitol grounds should be made.

ELECTRIC AND GAS LIGHTING, UNITED STATES CAPITOL GROUNDS, ETC.

Owing to the called session of Congress, running from August 7 to November 3 last, and the extraordinary number of night sittings of the House during the present session, the cost of gas service and the rent and maintenance of the electric lighting plant have been largely increased.

The electric lighting has been further extended to various rooms in both wings, and wires run for electric fans to committee rooms, cloak rooms of both Houses, and to the Hall of Representatives, the latter in compliance with a resolution of the House of Representatives, passed June 30, 1894.

The Government continues to pay rental for the use of the electric-lighting plant. I am still of the opinion that an electric-lighting plant for the United States Capitol should be the property of the United States.

UNITED STATES BOTANIC GARDEN.

At this garden the following improvements and repairs have been made during the last fiscal year:

The interior of the large conservatory has been thoroughly scraped and given two coats of paint, and the hollow iron columns and boxes at the eaves filled with concrete to prevent the water from settling in them.

Two new boilers have been supplied and the heating apparatus and all connections overhauled and put in perfect order.

Two coats of paint have been given to the exterior of the small greenhouse; also to the plant houses, propagating hothouse, and orchid house. New staging has been erected in the cool-orchid and propagating houses, and the heaters put in thorough repair.

The large marble basin of the Bartholdi fountain has been pointed up and made water-tight.

The buildings situated on the south side of Maryland avenue connected with the garden have been generally repaired by painting and glazing, and new staging placed in the rose and the propagating houses.

Additional street washers have been placed where required, and hose connections made with the warm and cool houses, the supply pipes being placed on the top of the hot-water pipes in order to take the chill from the water before using it on the plants.

SMITHSONIAN BUILDING.

The bay of rooms at the southeast portion of the cellar have been completed, and are now occupied for the storage of books and for clerical purposes.

The men's toilet has been moved from the second story of the south central tower and placed in the cellar.

Deck lights have been placed in the floors of the corridor of the third story in order to give light to the corridor below, and the stairway has been opened down to the cellar story.

Many minor repairs have been made to the building. These improvements are of great advantage and have been carried on as far as the money available would permit.

FISH COMMISSION BUILDING.

As provided by the act approved December 21, 1893, this building has been thoroughly repaired, and is now reoccupied by the commission.

The roof has been securely supported by placing wooden girders under the main rafters, they being supported by the outside walls and inner partitions.

The floors have been strengthened and the elevator reconstructed. Fire escapes and standpipes connected therewith have been supplied. The cost of this work has been kept within the amount appropriated ($7,100), seven thousand one hundred dollars.

THE COURT-HOUSE.

Rooms have been fitted up in the upper story of the west wing for the court of appeals and its offices. Also rooms in the principal story of the same wing for the equity court, No. 2, and for the attorney's reception room.

For the criminal court, No. 1, an additional steam coil has been supplied with air ducts running to judges' desk.

Inside sashes for winter use have been placed in the windows on the north side, and witness and jury boxes have been placed in two of the court rooms.

The brick floor of the room in the basement story used by attorneys has been taken out and one of wood substituted.

Owing to the dangerous condition of the old ceiling of the recess at the main portico, it was removed and a new ceiling put in its place.

Additional lockers and shelving have been furnished to rooms connected with the marshal's office.

The heating apparatus and its machinery, together with the plumbing, have been kept in repair.

Extensive repairs have been made to the tin roof, and its northern portion repainted.

FIRE ESCAPES AND BRIDGES AT THE GOVERNMENT PRINTING OFFICE AND FIRE ESCAPES AT THE MALTBY BUILDING.

As authorized by the joint resolution approved February 2, 1894, there have been erected at the Government Printing Office building three fire escapes with standpipes connected and three bridges across the courtyard; and at the Maltby building two fire escapes with standpipes connected.

The amount appropriated was	$3,800.00
Of this amount there has been expended:	
At the Government Printing Office building	1,965.66
At the Maltby building	1,280.00
Leaving an unexpended balance of	554.34
Total	3,800.00

FINANCIAL STATEMENT.

Annual repairs, United States Capitol.

Pay rolls, mechanics, laborers, etc	$19,502.41
Labor not on rolls, paid by voucher	389.65
Machinery, iron, and metal work	112.58
Brushes, sponge, chamois, soap, and brooms	270.89
Hauling and expressage	75.76
Hardware	655.95
Lumber and mill work	913.63
Steam fitting and plumbing	691.38
Lime, cement, sand, and brick	91.35
Forage and harness	217.35
Paints, oils, glass, etc	1,339.22
Tin and copper work	1,293.97
Granite and marble work, tile, and tiling	586.54
Care and repair of clocks	100.00
Silver and nickle plating	82.70
Grates and grate bars	160.66
Drafting material, books, and stationery	108.14
Fuel	47.00
Plastering	375.75
Repairs to elevators	211.72
Screens, House ceiling	170.15
Typewriter and cabinet	105.50

Repairing desks, reporters' gallery, House of Representatives		$85.80
Refrigerating closets, House kitchen		300.00
Electric bells and wiring		111.90
Total		28,000.00
Appropriated March 3, 1893	$20,000.00	
Appropriated April 21, 1894	8,000.00	
		28,000.00

SANITARY IMPROVEMENTS.

Pay rolls, mechanics, laborers, etc	2,150.40
Labor not on rolls, paid by voucher	9.50
Steam-fitting material	45.00
Hardware	65.16
Tiles and tiling	452.66
Plastering	250.75
Lime, bricks, sand, and cement	177.90
Stationery and blue-printing material	33.25
Ice box	14.75
Paints and oils	6.05
Durham House Drainage Company	3,414.50
W. H. Quick, plumbing and marble work	16,730.00
George E. Waring	423.25
F. W. Farquhar	1,315.05
H. I. Gregory, kitchen fixtures	691.90
Balance unexpended	146.18
Total	25,932.30
Available July 1, 1893	25,932.30

CAPITOL TERRACES.

Pay rolls, mechanics, laborers, etc	1,916.76
Labor not on rolls, paid by voucher	159.12
Asphalt and artificial stone pavement	420.12
Plumbing and steam fitting	390.62
Vault lights	144.46
Marble-work	292.26
Lime, sand, and cement	53.48
Paints and oils	46.77
Hardware	30.55
Lumber and millwork	31.95
Expressage	11.58
Balance unexpended, July 1, 1894	1,357.35
Total	4,855.02
Available July 1, 1893	4,855.02

CAPITOL GROUNDS.

Pay rolls, mechanics, gardeners, laborers, etc		11,915.28
Labor not on rolls, paid by voucher		45.85
Granite coping, Marshall statue		291.54
Artificial stone pavement		388.47
Brick, lime, sand, and cement		44.67
Sodding		16.66
Tools and agricultural implements		91.69
Cast-iron work		19.78
Brooms and sweeping brushes		48.68
Moving shelter house, Washington statue		70.00
Fuel for shops and conservatory		62.88
Paints and oils		4.50
Total		13,000.00
Appropriated March 3, 1893	$12,000.00	
Appropriated April 21, 1894 (deficiency bill)	1,000.00	13,000.00

LIGHTING CAPITOL GROUNDS AND BOTANIC GARDEN.

Gas service from July, 1893, to January, 1894, both inclusive	$14,015.02
Pay rolls, lamplighters, gas-fitters, etc	2,587.75
Chandeliers, lamps, and other material	870.48
Pay of attendance to electric-light plants	3,868.80
Rental of electric-light plants	1,961.94
Balance unexpended	696.01
Total	24,000.00
Appropriated March 3, 1893	24,000.00

STEAM HEATING AND MACHINERY, SENATE.

Machinist and smith work	25.40
Steam pipe fittings and hose	229.36
Iron hoisting blocks and chains	32.85
Gum steam packing	220.84
Iron castings	46.41
Covering for steam pipes	672.59
Hardware and tools	43.85
Total	1,271.30
Available July 1, 1893	1,271.30

ELECTRIC-LIGHT PLANT, SENATE.

For lamps, shades, chandeliers, fixtures, and material for electric lighting	1,301.66
For converters	97.94
Belting	49.70
Expressage	3.65
Dynamo, covering for	3.41
Balance unexpended	8,759.09
Total	10,215.45
Available July 1, 1893	10,215.45

Very respectfully,

EDWARD CLARK,
Architect, U. S. Capitol.

The SECRETARY OF THE INTERIOR.

REPORT

OF

THE SUPERINTENDENT OF THE HOT SPRINGS RESERVATION.

HOT SPRINGS RESERVATION,
OFFICE OF THE SUPERINTENDENT,
Hot Springs, Ark., June 30, 1894.

SIR: I have the honor to submit the following report of the operations of this office for the fiscal year ending June 30, 1894:

During the period covered by this report no bath houses or other public buildings have been erected on the reservation, and no improvements made by the Superintendent other than the necessary repairs to the public buildings under his charge, all of which were made under authority of Department letter dated October 18, 1893, and reported in the current transactions of the office in the succeeding quarters.

The Waverly bath house, erected off the reservation, under authority of lease dated March 24, 1893, has been completed and was opened to the public June 15, 1894. This bath house being attached to the Waverly Hotel, naturally takes the same style of architecture, the bath house itself being constructed of stone and brick, while the hotel is constructed of wood. The bath house is well built and neatly finished with marble partitions, tile and concrete floors, and contains 20 bath rooms, all furnished with Wolf's rolled-rim porcelain-lined tubs. The house is well ventilated, and the matter of plumbing and drainage has been well provided for. The parlors and waiting rooms seem ample in size and are tastefully furnished. The Waverly bath house compares favorably with the others of recent construction, all being model bathing establishments.

Amongst the other bath houses no changes have taken place and no improvements made other than necessary repairs, which, in most cases, are well kept up. All are kept clean and in good sanitary condition.

This being the case it does not seem necessary in this report to mention each house specifically, further than to give the name of each, the number of tubs, and the maximum price that each may charge for baths, which in all cases is estimated on a basis of the class of accommodations furnished by each bath house, the higher prices being charged by the better and newer houses, some of which are, perhaps, the finest in the United States.

The following table gives the name of each bath house, the number of tubs, and the maximum price which each is allowed by the Depart-

ment to charge for baths, the attendants' fees in all cases being 10 cents for a single bath and $1.50 per course of 21 baths, payable weekly in advance:

Name of bath house.	No. of tubs.	Course of 21 baths.	Single bath.	Name of bath house.	No. of tubs.	Course of 21 baths.	Single bath.
Arlington	40	$10.00	$0.50	Ozark	22	$5.00	$0.30
Alhambra	40	6.00	.35	Palace	23	6.00	.35
Avenue	20	6.00	.35	Park	40	8.00	.50
Eastman	40	10.00	.50	Rammelsberg	18	4.00	.25
Horse Shoe	30	4.00	.25	Rockafellows	20	5.00	.30
Hot Springs	16	6.50	.40	St. Joseph's Infirmary	4	6.00	.35
Imperial	25	7.00	.40	Superior	16	6.00	.35
Lamar	40	5.00	.30	Waverly	20	6.00	.35
Magnesia	30	4.00	.25	Sumpter	4	.....	.....
Maurice	21	6.00	.35				
Old Hale	26	6.00	.35	Total	495	.....	.....

NOTE.—The maximum price for baths and attendants' fees are from time to time fixed by the Department. Those given above are in force at present, and any charges in excess of these are unauthorized and should be ot once reported to the superintendent.

There are three other leases, granted during this year, under which no buildings have yet been erected and no water supplied.

The limit of water that can be supplied by gravity has been reached, and it will be impossible to supply the leases lately granted, or any others that may hereafter be granted, except by pumping from the impounding reservoir.

The maximum amount of water which the superintendent is required to furnish for each tub daily is 1,000 gallons, making the total amount of water necessary to furnish the bath houses now in operation 495,000 gallons; this, together with the water gathered into the impounding reservoir, which by actual measurement is 345,900 gallons, making the total available water supply 840,900 gallons daily.

During the progress of the reservation improvements, under Capt. Stevens, two new springs have been developed, one of which supplies about 5,400 gallons at a temperature of 132°, while the other supplies about 1,440 gallons, at 122°. I am not of opinion, however, that these springs add anything to the total water supply. it being probable that the same water formerly had some other outlet. Their development, however, is an extremely fortunate circumstance, inasmuch as there are no other open hot springs on the reservation, the others being arched over or walled in to secure the water from pollution and make it available for use in supplying the bath houses.

It is my intention, if possible, to preserve these as open springs, where the public generally and the visitors may see the natural hot water issuing from the ground.

THE FREE BATH HOUSE.

Upon assuming the duties of superintendent, June 1, 1893, it seemed to me that of the many things demanding attention at that time the free bath house, first of all, should receive consideration. Its condition at that time was reported and fully explained to the Department, and plans and estimates for repairs and improvements submitted, which were approved, and under authority of your letter of October 18, 1893, contracts for these repairs and improvements were let, and have all been completed.

The bath house has been greatly improved and now presents a very much more respectable appearance, and is serving, to its capacity, the

useful and charitable purpose for which it was constructed. It is open to bathers at 5 o'clock in the morning, and except for one-half hour in the middle of the day, during which time the pools are refilled and fresh air admitted, it is in constant use until 6 o'clock in the evening. The house is then thoroughly ventilated, washed, scrubbed, and disinfected, and made ready for bathers in the morning.

It is with much personal gratification that I am now able to say that the free bath house is kept in as thoroughly respectable and cleanly condition as any bath house or hospital in the country.

If it is charity to cure the helpless indigent people who come to Hot Springs, and who must inevitably die of the diseases with which they are afflicted except for the relief afforded by the use of these baths, and charity is remembered and appreciated by those to whom it is given, then the free bath house at Hot Springs should have a warm place in the hearts of many people to whom it has given back health.

In most cases the people using these baths are absolutely without the means of procuring medical advice or medicines, and depend entirely on the baths for whatever benefit the waters will give. When with this it is understood that the worst cases that come to Hot Springs are indigent persons who find their way to the free bath house, it is wonderful and incredible the number of these that are actually cured. It is true that in many cases a long course of bathing is required, but it is no exaggeration to say that 75 per cent of all the persons using these baths are absolutely cured, and most of the balance are greatly benefited.

It should be understood and kept before the public that the capacity of this free bath house is not sufficient to bathe all the indigent persons in the United States. It has two pools for men and two for women, the pools for men being 12 by 12½ feet each, while the pools for women are only 7 by 12 feet each. And when it is understood that in this limited space an average of 556 persons have been bathed daily, and that from June 30, 1893, to June 30, 1894, about 203,000 baths have been given, it may be understood also that the house has been run to its capacity.

I had hoped at this time to give a full half year's report of the operations of the free bath house under the system of issuing tickets only upon written applications, but during part of January the bath house was undergoing repairs and no accurate report could be made for that month.

The five months, from February to June, are reported here for the purpose of showing the operations of the house as they actually occur.

Table showing number of bathers for five months, February to June, 1894, inclusive.

	February.	March.	April.	May.	June.
Daily average of white males	258	321	336	225	202
Daily average of white females	26	56	76	54	43
Daily average of colored males	108	175	205	127	112
Daily average of colored females	42	97	133	103	80
Average number of persons bathed daily	434	649	750	509	437

The matter of discrimination necessary to be exercised in issuing tickets to the free bath house is a matter in which it seems impossible to give entire satisfaction. It may be seen by this report that all pos-

sible liberality is observed in making admissions; but those whom we are compelled to refuse, who upon examination do not appear to be indigent persons, and those who desire to use the free bath house as a matter of economy or convenience are usually very pronounced in their complaints, and often abusive.

The wisdom and justness of the rules and regulations under which the house is now operated are amply attested by the number of indigent persons it has cured and restored the means of becoming useful citizens, instead of paupers, as they were before, and the fact that the house is thoroughly clean and respectable and has taken rank as the Government free bath house, in place of continuing to be known as "The Mud Hole" as heretofore, is ample consolation to the Superintendent for all criticisms that may have been made upon him on account of enforcing the rules under which the house is now operated.

The house is open to visitors and strangers every Wednesday afternoon from 2 to 6 o'clock, during which time bathing is suspended, and visitors are given such information as they may desire.

IMPOUNDING RESERVOIR AND PUMPING STATION.

The impounding reservoir remains in good condition and receives and discharges about 345,900 gallons of hot water daily. This water issues from the side and base of the Hot Springs mountain at too low a level to allow it to be used in supplying the bath houses by gravity. It is gathered together at different places and passed through pipes to the impounding reservoir, and may be said to represent the only available hot water which may be used in supplying the leases now granted, and not yet supplied with hot water, and all others to be granted hereafter.

Some time after making my annual report last year, finding the machinery at the pumping station to be in bad condition from rust and neglect, and it being mostly very complicated machinery, I thought best to have it examined by a competent engineer, and for that purpose secured the services of Mr. J. R. Gifford, an expert ex-naval engineer, whose report to me upon its condition at that time is respectfully submitted:

HOT SPRINGS, ARK., *September 10, 1893.*

WM. J. LITTLE,
Superintendent of the Hot Springs Reservation:

SIR: Acting on your instructions, I have made a careful inspection of the machinery contained in the pumping station of the Hot Springs Reservation, and beg herewith to report on the condition in which I found said machinery.

The plant consists of 1 triple-expansion pump, 1 simple pump, 1 condenser pump, 2 boiler feed pumps, and 1 duplex pump for irrigating.

The triple-expansion pump has steam cylinders of the following dimensions: High pressure, 10 inches; intermediate, 15¼ inches, and low pressure, 30 inches, with a water cylinder 14 inches in diameter. This pump has been partially disconnected, the cylinder heads were taken off, and an attempt had been made to cover the exposed parts with white lead to protect it from rust, but this I found it had failed to accomplish and the cylinders had more or less rust on their wearing surfaces. The main piston rod of the water end had evidently been permitted to stand in wet packing in the stuffing box for some considerable time after the pump was tested, and the consequence is that this rod is badly eaten into or corroded to a depth of at least one-sixteenth of an inch, and would necessitate its being sent to a machine shop before it ever could be operated successfully.

I also found that the small auxiliary valves had all been left on their seats and were badly corroded. The simple pump has a 22-inch steam cylinder, with a 14-inch water cylinder; this was also left in poor condition. The condenser pump has a 6-inch steam cylinder and is connected so as to be used by both of the larger pumps. The two boiler feed pumps have 4½-inch steam cylinders by 2¾-inch water cylinders; these small pumps had never been taken apart and were standing full of water, and had evidently been in this condition for at least two years. The duplex pump has

a 5¼-inch steam cylinder by 3¼-inch water cylinder; this pump was not new when placed in its present position and has had considerable use.

With the aid of the watchman I took all these pumps apart, carefully cleaned all the wearing surfaces of the cylinders, rods, valves, etc., with sand and emery paper, and covered them with a good mixture of white lead and tallow.

All the small parts, such as valves, bolts, etc., we placed in a large cover where they can be readily found.

One of the boilers had been permitted to stand with a quantity of water in it; this we drained out to prevent pitting. One thing that surprised me was the condition of the grate bars in the boiler furnace. These are completely burnt up, and it will be necessary in order to start this plant at any time to get a new set of grate bars for each boiler. All this machinery is now fully protected from any action of rust.

Respectfully, yours,

J. R. GIFFORD.

Since the examination of this machinery by Mr. Gifford it has had proper care and has suffered no further from rust or neglect.

The building in which it is contained begins to need some repairs, and I respectfully request that I be authorized to contract for painting the roof, mending the gutters, and making needed repairs to the plumbing, in order to improve the facilities for sprinkling, which at present are very difficult and inconvenient. The whole will not probably cost more than $60.

THE HOT SPRINGS CREEK ARCH.

I have recently made a thorough inspection of the arch and find that in several places the walls are being undermined by the action of the water. An extra heavy rain usually fills the arch almost to its capacity. The fall being considerable, the water of course rushes through with great speed, and in times of high water it is very trying on the foundation as well as the walls.

The places mentioned as being undermined seem to have been places where the foundation did not extend down to the solid rock. The worst of these breaks occur on the reservation front near the Maurice bath house, while some of the others are farther up, where the arch passes under the street. To repair these breaks, which seems necessary to be done at once, will be very difficult on account of the intense heat inside the arch, which renders it almost impossible for men to work more than a few minutes at a time. On this account it will be hard to contract for this work at a reasonable price; and again the question arises. Who should do this work? The Government has by act of Congress ceded the streets as laid out by the Hot Springs Commission to the city, and the part of this arch from the junction of Park and Whittington avenues, to Fountain street, passes under Central avenue, one of the streets of the city, while from Fountain street to Reserve avenue, a distance of 1,688 feet, it passes under Bath House Park on the reservation, and then again passes under Valley street to Malvern avenue, which is the south end of the arch.

Most of the breaks occur in the part of the arch which passes under Bath House Park.

To repair these breaks it will be necessary to lower material down through one of the manholes in the top of the arch, and then carry it by hand to the place to be repaired. Owing to this difficulty and to the intense heat inside the arch, it would probably be difficult to contract for this work at a reasonable price.

If it be considered by the Department the duty of the Government to make these repairs—as I presume it will be, at least, on the part of the arch which passes under the reservation—then I respectfully recommend that the Superintendent be authorized to purchase necessary

material, and use the force of foresters and gardeners under his control for this work, only employing such additional skilled labor as may be necessary.

RECEIPTS AND DISBURSEMENTS.

Water and ground rents constitute the Government's source of revenue at Hot Springs, and has been for the fiscal year ending June 30, 1894, as follows:

Receipts.

Bath houses.	Tubs.	Amount.	Bath houses.	Tubs.	Amount.
Park	40	$1,200	Rammelsberg	18	$540
Eastman	40	1,200	Superior	16	480
Arlington	40	1,200	New Hot Springs	16	480
Alhambra	40	1,200	St. Joseph's Infirmary	4	120
Lamar	40	1,200	Sumpter	4	120
Horseshoe	30	900	Waverly, from June 15 to June 30, 1894	20	15
Magnesia	30	900			
Old Hale	26	780			
Imperial	25	750			14,265
Palace	23	690	Arlington Hotel ground rent		2,500
Ozark	22	660	New York Hotel Co., for extra water		30
Maurice	21	630			
Rockefellow	20	600			
Avenue	20	600	Total		16,795

Disbursements.

Salaries per annum:		
Superintendent	$2,500.00	
Manager of free bath house	1,020.00	
Male attendant at free bath house	660.00	
Female attendant at free bath house	360.00	
Scavinger at free bath house	120.00	
Watchman at pumping station	600.00	
Policeman on reservation	480.00	
Waterman on reservation	480.00	
Messenger at Superintendent's office	180.00	
		$6,400.00
Salary of night policeman, $50 per month since March 1, 1894, four months	200.00	
Salary of 2 foresters and gardeners, $40 per month since March 1, 1894, four months	320.00	
Salary of 1 forester and gardener, $40 per month since March 1, 1894, worked three months and twenty-six days	154.67	
		674.67
Male attendant at free bath house, balance of salary for June, 1893, disbursed August 1, 1893, by authority contained in Department letter of July 11, 1893		5.00
Total disbursed on account of salaries		7,079.67
Disbursed on account of:		
Repairs and improvements at free bath house		832.95
Repairs and improvements at office and residence building		626.60
Retaining wall for bath house site No. 1 (Rix & Barnes)		857.00
Fuel and lights		472.71
Incidental expenses		531.27
Total		10,400.20
Total receipts from June 30, 1893, to June 30, 1894		16,795.00
Total disbursements from June 30, 1893, to June 30, 1894		10,400.20
Balance		6,394.80

THE CARE AND CULTIVATION OF THE GROUNDS UNDER CHARGE OF THE SUPERINTENDENT.

The grounds now laid out on Hot Springs Mountain, designed to be prepared and used for park purposes, amount to about 50 acres, most of which is yet in rough natural state and will require a great deal of labor to bring it to state of cultivation.

The force of foresters and gardeners under my charge have so far been employed in preparing the grounds nearest the street, or the reservation front, from Fountain street to Reserve avenue; it being deemed most important to have this part of the grounds ready to be seeded in grass at the proper time for planting.

I am very much hampered and hindered in this work for want of water, none being available for use in cultivating the shrubs and plants, except that which has to be carried by hand quite a long distance, and necessarily consuming too much time.

The improvements have now reached a point where it seems absolutely necessary to provide for sprinkling and irrigating the grounds already brought to state of cultivation; and I respectfully request that I be authorized to submit plans and estimates for laying pipes from the city mains, and for a sufficient supply of water for sprinkling and irrigating.

After having carefully considered and estimated the amount of labor necessary to prepare and maintain the grounds already brought to a state of cultivation, and the additional grounds contiguous to the roads and drives which it seems necessary and desirable to bring to a state of cultivation as soon as possible, I find that the force of foresters and gardeners under my charge for these purposes is much too small, and I respectfully request that I be authorized to employ 5 additional foresters and gardeners, making a total force of 8 men, the number originally asked for and recommended by Capt. Stevens. I also respectfully request that I be authorized to provide proper tools for the work necessary to be done, which must necessarily from this time on include at least one horse and cart.

HOT SPRINGS, THE NATION'S GREAT HEALTH RESORT.

What was a straggling country village fifteen years ago is to-day a beautiful young city of 14,000 inhabitants, with perhaps more progressive energy, metropolitan ideas, and modern improvements than any city of its age and size in the country. Nestled as it is amongst the foothills of the Ozark Mountains, in a climate the healthfulness of which challenges comparison with any in the United States, if not in the whole world; surrounded on all sides by hills and mountains, swiftly running streams, magnificent forest, and cooling shades, without the suspicion or possibility of malaria; with its great variety of mineral springs and with its world-renowned hot waters, which have given back health to so many people, it would seem that Hot Springs is clearly entitled to be named the nation's great health resort.

The healthfulness of Hot Springs is amply and conclusively proven by the vital statistics for 1893.

THE CLIMATE.

Hot Springs is situated in latitude 34° 31′ north, and longitude 92° 39′ west, at an elevation of 600 feet above the Gulf of Mexico. The climate is clear and beautiful as can be found beneath Italian skies, while the temperature rarely reaches an extreme in either direction which renders it uncomfortable. The sun passes down behind West Mountain early in the evening, giving a delightful long twilight and always insuring cool nights in summer.

The average mean temperature for each month is shown by the following table:

Mean temperature for each month in 1893, Fahrenheit, taken at 10 a. m.

January	55.32	August	93.06
February	59.82	September	91.03
March	65.80	October	81.03
April	79.17	November	65.33
May	82.97	December	59.80
June	91.07		
July	95.48	Annual mean	76.67

In my report for 1893 I stated that it was to be regretted that the impression had obtained that Hot Springs was a "season resort." I now desire to emphasize these remarks, and to give it as my unqualified opinion that the late spring and summer and early fall are the most favorable times to visit Hot Springs for a course of treatment, especially if treatment is desired for rheumatism or any of the blood diseases. Hot baths and drinking hot water in hot weather means sweating, and sweating produced by the hot water of Hot Springs means cleansing the system of these diseases if they are present, and this may be more readily accomplished in summer than in winter. It is true, however, that the modern hotels and bath houses which have been erected here in the last few years are fitted with all modern appliances and maintain even temperature, and it is also true that more people avail themselves of the use of these waters in the season from January to May than at any other time of the year; this, however, is mainly due to the efforts of the season hotels.

Believing this to be a matter of importance, not alone to Hot Springs, but to intending visitors who desire the benefit of these waters, and to the end that all may be correctly and intelligently advised upon this subject, I invite attention to the following letter, written at my solicitation:

HOT SPRINGS, ARK., *June 15, 1894.*

WM. J. LITTLE,
Superintendent of the Hot Springs Reservation:

DEAR SIR: Replying to your note of the 19th instant, asking what is the best time of the year for bathing here, I would say that for general purposes the bathing is good here all the year round; but it depends upon the nature of the disease as to when the invalid should visit this city.

Parties residing in malarial regions and consequently suffering from enlarged spleens, engorged livers, torpid nervous action, sore legs, dropsies, and all the long list of malarial troubles, would do well to come here during the winter months, December, January, and February. This class of patients are more susceptible of successful treatment here at this season of the year, and they would go away better prepared to withstand the deleterious effects of a malarial climate.

Persons suffering from rheumatism, skin troubles, and kidney troubles should come to Hot Springs in June, July, and August. The summer months are not excessively hot. The thermometer some days runs up to 98°, but there is always a cool breeze, and the nights are cool and pleasant, so that one sleeps comfortably and wakes up refreshed and ready to go out for the day's task. This large class of diseases are very susceptible to the vicissitudes in temperature or humidity, and the summer months are comparatively free from such changes.

For general bathing the nicest time of the year is September, October, November, and sometimes the first half of December. The fall weather here is as fine as can be found on the face of the globe. It is a delightful season. The air is bracing, the temperature is comfortable, the sunshine is delightful, and the invalid will seldom have an occasion to miss a bath.

The most disagreeable season of the year for bathing is January, February, March, and sometimes the first half of April. This is the rainy season of the year, and, on that account, the most disagreeable. Visitors are under the necessity of missing their baths, and the damp, chilly atmosphere, together with the frequent heavy rainfalls, render them liable to colds.

What I have written is, of course, comparative statements. The bathing here is excellent, and the accommodations are good the whole year round. You may bathe here from the 1st day of January to the last day of December with the best of results.

WM. H. BARRY, M. D.,
President Health Department, City of Hot Springs, Ark.

A number of letters of similar purport have been received from leading physicians and old citizens whose observations on the subject date back almost to the occupation of this country by the Indians.

The growth of Hot Springs in the last few years, in hotels especially, has been very rapid, the Eastman, the Park, and the Arlington, each costing from $500,000 to $750,000. In these hotels especially, and in

many smaller ones also, the winter visitor may find all that can be desired so far as first-class entertainment is concerned; and in the matter of bathing and using the waters he may do so without experiencing any change of temperature whatever, they all having bath houses attached to the hotels and paying particular attention to preserving even temperatures. This being the case, there is no time in the year when persons may not visit Hot Springs, as their desires or convenience may dictate, and receive all the benefits which these celebrated hot waters give so freely to the human family.

HOTELS AND BOARDING HOUSES.

There is perhaps no other watering place in the country so well equipped with hotels and boarding houses as Hot Springs, or any place where hotel charges are more reasonable or where hotels and boarding houses are better conducted.

A visitor arriving in Hot Springs may find whatever kind of accommodations his purse or his pleasure may incline him to select, and when he has settled in his temporary home he may feel reasonably sure of honorable and hospitable treatment while he remains.

If some of the smaller hotels or boarding houses are selected, even remote from the bath houses, the splendid system of electric street railroads renders distance of little consequence. The street-car service in Hot Springs is not surpassed by any of the large cities. Much courtesy and attention are shown by them to invalids, for whose convenience the cars are stopped in any part of the street.

A list of the more prominent hotels and boarding houses is submitted herewith, from which accommodations may be selected at prices varied enough to suit the convenience of about all classes of persons—the name of the hotel, its location, the number of guests it can entertain, and the prices per day and week being given.

Name.	Location.	Guests.	Rate per day.	Rate per week.
Eastman Hotel	Reserve avenue	750	$2.50 to $10.00	$17.50 to $70.00
Arlington Hotel	Central avenue	450	2.50 to 10.00	17.50 to 70.00
Park Hotel	Malvern avenue	400	2.50 to 10.00	17.50 to 70.00
Avenue Hotel	Park avenue	300	2.00 to 2.50	12.50 to 15.00
Hotel Hay	do	125	2.00	10.00 to 17.50
Hotel Pullman	Central avenue	100	2.00	10.00 to 17.50
United States Hotel	do	100	2.00	8.00 to 12.00
Plateau Hotel	do	100	1.50	8.00 to 12.50
Great Northern Hotel	Malvern avenue	80	2.00 to 2.50	10.00 to 15.00
Hotel Sumpter	Court street	80	1.50 to 2.50	8.00 to 12.50
Waverly Hotel	Park avenue	75	2.50	10.00 to 15.00
Hotel Josephine	Whittington avenue	75	2.00	8.00 to 12.50
Alhambra Hotel	Ouchita avenue	75	1.00	7.00
Belden House	Central avenue	70	1.50	5.00 to 7.00
La Clede Hotel	Ouchita avenue	60	1.50	5.00 to 7.00
Blue Sulphur Well Hotel	Chapel street	60	1.00	3.50
Grand Central Hotel	Benton street	60	1.00	5.00 to 7.00
The Burlington	Park avenue	60	1.50	7.00 to 10.00
Irma Hotel	Exchange street	60	1.00 to 1.50	7.00 to 10.00
Hotel Worrel	Spring street	50	2.00	8.00 to 15.00
St. Nicholas Hotel	Central avenue	50	1.00 to 1.50	6.50 to 10.00
St. Cloud Hotel	Whittington avenue	50	1.00 to 1.50	5.00 to 7.00
Guinn House	Ouchita avenue	50	1.00	5.00 to 6.00
Hotel Columbia	Olive street	50	1.50	8.00 to 10.00
Pacific Hotel	Central avenue	45	1.00	4.50 to 6.00
Southern Hotel	Whittington avenue	45	1.50	5.00 to 7.00
National Hotel	Park avenue	40	1.25 to 1.50	7.00 to 9.00
Visitors' and Invalids' Home	Central avenue	40	1.00 to 1.50	4.50 to 5.50
Hotel West	Ouchita avenue	40	1.00	4.00 to 5.00
Windsor Hotel	Park avenue	40	1.00 to 1.50	5.00 to 8.00
The Albion	Grove street	40	2.00	6.00 to 12.00
Illinois House	Ouchita avenue	35	1.00	5.00 to 7.00
The Victoria	Olive street	35	1.50	5.00 to 8.00
Barnes House	Park avenue	35	1.50	6.00 to 10.00
Gardner House	Whittington avenue	30	1.50	7.00 to 10.00
Haines Villa	Park avenue	30	1.50	6.00 to 8.00
Palmyra Hotel	Ouchita avenue	30	1.50	5.00 to 8.00
Haley Cottage	Central avenue	30	1.00	4.00 to 5.00
Dallas House	Chapel street	30	1.00	5.00 to 7.00
McCrary House	Reserve avenue	30	1.00	5.00 to 7.00
Jacobs House	Market street	30	1.00	4.00
Hickson House	do	30	1.00	5.00 to 6.00
Kentucky Home	do	30	1.00	4.00 to 6.00
Cottage Home	Ouchita avenue	30	1.00	4.00
Bealle House	Spring street	30	1.00 to 1.50	5.00 to 7.00
Keeley Institute	Benton street	25	1.50	8.00
The Claybrook	Park avenue	25	1.05	5.00 to 8.00
Crescent House	Central avenue	25	1.00	5.00 to 7.00
Taylor House	Park avenue	25	1.50	7.00 to 10.00
Hukill House	Chapel street	25	1.00	5.00 to 7.00
Grand View	Park avenue	25	1.00 to 1.50	5.00 to 7.00
The Bloomington	Ouchita avenue	25	1.00 to 1.50	5.00 to 8.00
The Brockaway	Park avenue	20	1.25 to 1.50	5.00 to 8.00
Nettles House	Cedar street	20	1.50 to 2.00	6.00 to 10.00
The Magnolia	Park avenue	20	1.50	5.00 to 7.00
Morris House	Laurel street	20	1.00	3.50
Missouri House	Ouchita avenue	20	1.00	4.00 to 5.00
Alamo Hotel	Prospect avenue	20	1.00	5.00
Park View	Ouchita avenue	20	1.00 to 1.25	5.00 to 8.00
Rice Cottage	Pleasant street	20	.75	4.00
Hollander House	Crest street	16	2.00	8.00 to 12.50
Taylor Cottage	Central avenue	15	1.00	4.00
Lucas Place	Park avenue	12	1.00 to 1.25	5.00 to 8.00

The Government interest at Hot Springs, over which the Superintendent has control and supervision, are the four mountain reservations, as follows:

	Acres.
Hot Springs Mountain	264.98
North Mountain	224.74
Sugar Loaf Mountain	129.02
West Mountain	281.94
Total	900.68

And the unsold Government lots, 156 in number, which are situated in different parts of the city.

The four mountain reservations above mentioned comprise the "permanent reservation" at Hot Springs, Ark., and are, by act of Congress approved June 16, 1880, "forever reserved from sale and dedicated to use as public parks."

The hot springs, which are 73 in number, all issue from the west side and base of the Hot Springs Mountain, the temperature and elevation of which are shown in the following table:

Table of springs upon the Hot Springs Mountain Reservation.

No.	Temperature.	Elevation.	Character.	No.	Temperature.	Elevation.	Character.
	°	*Feet.*			°	*Feet.*	
1	77	91.4	Constant flow. *	38	128	90.2	Constant flow.
2	76	98.7	Do.	39	125.5	92.2	Do.
3	124	98.0	Do.	40	112	92.3	Do.
4	124	98.3	Do.	41	157	113.5	Do.
5	80	115.6	Do.	42	.....	110.2	Do.
6	103	171.6	Do.	43	144	164.4	Do.†
7	115	172.2	Do.	44	.....	162.8	Do.
8	121.5	117.5	Do.	45	111	171.8	Do.
9	122	179.6	Do.	46	.....	109.8	Do.†
10	121.5	181.2	Do.	47	144.5	176.5	Do.‡
11	105	120.0	Do.	48	91	178.9	Do.
12	111	117.5	Do.	49	131	176.1	Do.
13	135.5	85.2	Do.	50	145	179.6	Do.
14	137	84.3	Do.	51	144	182.8	Do.
15	134	84.7	Do.	52	142	178.3	Do.
16	101	135.8	Do.	53	145.5	186.1	Do.
17	.....	140.0	Scapagao.	54	146	186.1	Do.
18	93	158.0	Constant flow.	55	122	92.7	Do.
19	84	159.3	Do.	56	133	95.3	Do.
20	93	162.8	Do.	57	128	100.2	Do.
21	106	107.0	Do.	58	.....	101.9	Do.§
22	122	118.2	Do.	59	133	102	Do.
23	125	123.8	Do.	60	134.5	112.9	Do.
24	113	127.7	Do.	61	133	186.1	Do.
25	111	127.7	Do.	62	109	186.3	Do.
26	106	127.9	Do.	63	83	186.2	Do.
27	127.5	130.3	Do.	64	135	186.6	Do.
28	145	129.4	Do.	65	141	186.1	Do.
29	90	140.4	Do.	66	87	185.3	Do.
30	134.5	148.3	Do.	67	.....	113.0	Intermittent.‖
31	147	133.2	Do.	68	131	85.0	Constant flow.
32	124	95.7	Do.	69	83	89.7	Do.
33	140	89.8	Do.	70	89	89.4	Do.
34	120	91.8	Do.	71	94	89.3	Do.
35	135	91.8	Do.	72	132	.....	Do.
36	110	90.4	Do.	73	122	.....	Do.
37	120	155.5	Do.				

* Datum of levels: The lowest point on the Hot Springs Reservation, being on the east side, where the Hot Springs Railroad enters the same, approximates 500 feet above the tide water of the gulf.
† Under Big Iron bath house.
‡ Under bath house on hill.
§ Inaccessible; near Arsenic Spring.
‖ In Arlington yard. Flows after heavy rain; 134°.

THE UNSOLD GOVERNMENT LOTS.

In view of the fact that the park improvements must necessarily be very much retarded, or perhaps suspended, for want of funds in the near future, and of the further fact that these improvements are of great benefit to the Government's interest in Hot Springs, as well as to the city, and also a source of great pleasure and recreation to visitors and invalids sojourning here for the benefit of the hot water, I respectfully recommend that a sale of the balance of the unsold Government lots be ordered to take place not later than the 1st day of March, 1896, and that the proceeds of said sale be allotted to the continuance of the Hot Springs improvements, as designed and laid out by Capt. Robert R. Stevens, the engineer in charge, to whose report for the present fiscal year I respectfully refer for the details of these improvements.

I deem it of great importance that the system of roads and drives on the Hot Springs Mountain should be completed to and around the top of said mountain, which would afford a drive of some 4 miles in length, rising by easy grades from the base to the top of this wonderful and beautiful home of the famous hot waters. The views which this drive would display along the sides, and especially from the top of the mountain, are the most pleasing and beautiful to be found in this country, and could not fail to be the source of much pleasure and enjoyment to the thousands of people who seek rest and restoration to health through the use of these waters.

I consider the completion of this drive necessary, first, for the sake of the drive itself, which would add so much to the means afforded to invalids for their quiet recreation and enjoyment, and, for the further fact that it would bring out and add so much to the beauty and completeness of the improvements already made on Hot Springs Mountain.

IMPROVEMENTS AND RECOMMENDATIONS.

The Hot Springs Reservation improvements not yet being completed, and being still under charge of the engineer, Capt. Robert R. Stevens, whose report will cover all the details necessary to be mentioned and contain such recommendations as are thought proper to be made for the continuance of the improvements, which being the case, it does not seem necessary that I should make them a subject of consideration in this report or at this time make further recommendations than those already mentioned.

Many of the improvements have been matters of mutual consideration between the engineer and myself, and at the approach of their completion it seems not improper for me to say that in the patient attention and persistent energy with which he has prosecuted these improvements he has erected to himself a monument, not alone in the improvements, but also in the hearts of the citizens of Hot Springs.

I have the honor to be, very respectfully, your obedient servant,

WM. J. LITTLE,
Superintendent.

The SECRETARY OF THE INTERIOR,
Washington, D. C.

REPORT

OF THE

OFFICER IN CHARGE OF THE HOT SPRINGS RESERVATION IMPROVEMENTS.

DEPARTMENT OF THE INTERIOR,
RESERVATION IMPROVEMENTS OFFICE,
Hot Springs, Ark., June 30, 1894.

SIR: I have the honor to render, in compliance with Department requirements, the subjoined annual report of the work, under my supervision, of improvement to the Hot Springs Reservation, including statement of work performed during the fiscal year ending June 30, 1894, with report of the condition of the allotment pertaining thereto, and estimates and recommendations as to further prosecution of improvements required in connection with said interests.

The general plan and objects of the system laid out for the comprehensive development of the Hot Springs Reservation were outlined in the report upon this subject of the fiscal year ending June 30, 1893. The cost of the entire work, as it is deemed it will in time be accomplished by the successive application of the means arising from increased values of the public interests involved, aided by probable appropriations, will somewhat exceed $450,000.

The scheme of improvement separates the work into different stages adapted to advancement as means may become available. The foundation division, specified generally in the reports and estimates as "current work," embraces the construction of preliminary maps, and park plans covering the entire section for improvement, and the execution of that portion of the plans which extends along the foreground and street frontage of Hot Springs Mountain, and which forms, necessarily, the basis of the extended system of improvement to follow. With this groundwork laid, the remainder becomes essentially a work of extension, affording the advantage that every item added in its plan stands out at once as a finishing detail.

There was thus outlined in advance, under the orders of the Department, a continuous reference and guide for expenditures in the execution of the work throughout, and a system of checking has been followed by dropping from the estimates items as performed and reporting them in the statement of expenditures.

In the prosecution of the plan the entire division of work within the amount of its total estimate is made the directing object, sufficient latitude being exercised among the individual items to distribute the amounts of gain and excess as the highest advantage of the work, in its

details might suggest, and to cover, also, such contingencies as might arise, either in the perfection of the plan or under special requirement of the Department.

WORK PERFORMED.

Operations during the past fiscal year have been guided by the estimates and plans of 1893. The items of work performed are shown in the tabulated statements, and in the administration of this service the system has, as a rule, been followed of purchasing material on competitive proposals, and either performing the work by day labor on Government rolls or by contract for services alone. The system of general or consolidated contracts has been avoided, the convenience which they afford in the immediate direction of the work and in disbursements being regarded as more than overbalanced by the sacrifice of economy which they involve. Independent proposals were received for distinct classes of work, and award made on a similar basis, with or without formal contract or bonds. In thus placing the contracts within reach of the smaller contractor and the artisan himself, the advantage was derived of the recognized incentive afforded for competition in workmanship as well as in prices.

The expenditures corresponded, in average, with the advance estimates, with some actual saving on the total figures. Additional work in the form of contingent items, incidental to the detail plan, or introduced under the special order of the Secretary of the Interior, and amounting to something over $2,000, were taken up in the current work, and necessarily excluded some items which are needed to finish the foundation division as originally outlined in the estimate. These changes are indicated by the tabulated statements of additional work, together with the special finishing estimate. The remaining improvements covered by the current allotment will, with the exception of the drinking fountains, be completed within the period of the next ensuing quarter. The drinking fountains (five in number) are in course of construction, but will require several months beyond that time for their execution and erection on the grounds.

The completion of this foundation work will close the first period of improvement. The massive or base work of the principal improvements will show upon the grounds as an outcropping of the entire plan, and the construction of some finishing compositions and completion of some minor details of coping, etc., will be the chief remaining requirement as to the stone work.

The lawns and embankments will require some planting, and shade trees, lost through the drought of the past season, will require replacing. Loam soil for this work is deposited on the mountain side.

DETAILS OF IMPROVEMENT.

Reduced maps showing the general ground plan of improvements were published in the report of the past year, and description in that report was limited to corresponding outlines. The present report, relating more to work accomplished and details to be carried out, involves more description and interpretation of the design running through the plans.

It is designed to improve the main portion of the reservation mountains by rendering the grounds accessible and attractive with easy drives and walks, and by a general system of improvement to enhance natural features as wooded parks. Vistas are cut through the trees,

timber thinned to give alternations of open views and dense growth, and shrubbery and vines are planted to give effects with rocks and in recesses on the mountain side. Shelter buildings and drinking fountains are added at central or lookout points.

On the lower portion of the reservation a more finished method of park treatment is brought into the design. On Hot Springs Mountain this includes especially a lawn park in front of the bath houses, an adjoining section on the mountain side improved as a foreground park, a series of general park entrances from the street, and a system of drives and supply roads.

The lawn park.—This forms the main public front of the reservation. It is a practical level, planted in blue-grass lawns, with selected trees and groups of shrubbery. A concrete promenade extends up the entire front, and, with car landings on the street and paved cross walks to the bath houses, forms a useful and attractive finish to the reservation and the street front. A marble hot-water fountain is to be placed in the center of the south extremity of the promenade and another forms a similar feature at the northern end. Two other fountains are to be placed about the center of the front, and, with the exèdras and entrances, completes the architectural and useful features of this ground. The park is shaded with well-grown trees, and in a lawn border along the front of the promenade is a row of Lombardy poplars, presenting a marked feature along the street. Further out in the same border a line of magnolia trees are planted to replace the poplars, as shade, when these have served their term of usefulness.

Mountain-side grounds.—The second division of the lower grounds opens from the lawn park by means of the front entrances, and extends up to a general terraced way having about the level of the War Department grounds, and forming with them a continuous embankment front around the mountain side. This terrace forms the main open way of the drives and walks of the reservation and the natural limit of the foreground improvements. Its park finish, in stone stairways, above and below, and in masonry bridges at crossings; its close connection through a massive entrance, with the front of the War Department inclosure, and its common level with the street at the south entrance to those grounds, all give this terraced way the prominence and effect of a second or upper front over the street and along the mountain side. Below this line the foreground is divided into three main parks.

The south park extends from the Government bath house southward in front of the Army and Navy general hospital inclosure to Reserve avenue. It is improved as a hillside park, with a drive and walks connecting entrances, and with natural planting of shrubbery and lawns.

The foreground park is the central portion of the mountain front. It extends northward from the Government bath house, and is opposite to the main entrance to the reservation. Its boundary along the lower road is a finished range work wall surmounted by a slope; on the upper side the limiting line is formed by the embankment of the main roadway terrace. On the north side of the grounds are the natural woods opened by roads and walks, and sloping down to groups of springs arched with white novaculite stone. In the background above are the finished grounds and north entrance of the War Department, adjoining on the north the wooded parks of the mountain. The design of this park, in connection with the main entrance and other park construction in the vicinity, embodies the representative work of the reservation improvements. In its center is a circular ground, shaded with trees,

and terraced to form an intermediate landing of the main stairway plan, as well as a central ground of the park. It is to be finished with some ornament in lamps and vases. From this landing ground connecting walks lead off to adjoining grounds on the north, and a walk, passing as a lane between shade trees, leads to the new open springs in the south of the park.

The tufa park forms the last of these special grounds. As the ground recedes to the northward from the main entrance the hot-water formation stands out more upon the mountain, and at one section the rock formation, from the base of the mountain to the main terraced roadway, shows unbroken hot-water deposit. The upper portion of this ground is entirely of exposed tufa, the surface having a slightly rounded form and moderate incline. It is left mainly as a tufa park to show the natural features of the hot-water deposit. Some planting of the ground in shrubbery and grass has been made and has shown good results, unexpectedly, considering an existing impression that the tufa soil is not favorable to vegetation. In this park is located the upper reservoir and the highest group of hot-water springs. The springs bordering the drive have been arched with white rustic stone, and are finished around with planting of vines and shrubbery. This vicinity is the northern limit of the outcropping tufa. The remainder of the foreground along Fountain street is finished as a wooded park, with natural walks leading, by ramps, to the main drive.

Entrances.—The entrances on the front present a special feature in their prominence and the effects given to their architecture by the rising background of the mountain side. Convenience for public use was made the first study in all of these, and at different landings and flights of stairways are placed return wings or exedras, forming resting places and lookouts along the mountain. These entrances form a series of distinct compositions, each based upon a special purpose and design. Enumerating them from the south end of the reservation:

Entrance No. 1 is a stone stairway extending up from Reserve avenue to the foreground level of the mountain. It is immediately adjacent to the main entrance to the Army and Navy General Hospital grounds, the two stairways forming a double entrance, separated only by a wall on the department line.

Entrance No. 2 (proceeding northward and on the west front of the reservation) is formed of a succession of stairways with side exedras. Special effects are given in its contrasts of masonry. The upper wall is of a dark-brown sandstone, seldom equaled in coloring, the lower or side walls are of North Mountain agate stone, capped and finished with brown sandstone. This entrance leads up to the foreground park lying west of the War Department grounds.

Entrance No. 3 forms the opening of the Government bath house. It presents a design of stairways with side courts inclosed by walls of novaculite stone, much whiter and of greater density than limestone, which forms the coping of the composition. In connection with this work, further improvements have been made at the Government bath house, by finishing, with cut-stone coping, walls formerly constructed there. The vicinity of the bath house has also been graded, and finishing details have been added to the building itself in the form of stone bases at the front stairways and of a sloping approach to the side entrance, with a retaining and parapet wall of native range work, finished with cut stone.

Entrance No. 4 (omitting from description a stone stairway for access to water valves) is that of the main entrance to the Hot Springs Reser-

vation. It is the common entrance of the drives and supply roads and the opening to the succession of stairways which extend up the mountain side as a continuation of the main front entrance and form the central connection between this front and the higher grounds. This entrance, partially described in previous reports, opens on the street front as a sloping, paved roadway, flanked with sidewalks and street-car landings. On each side, in the lawn park and opening inward and on to the front promenade, is a paved exedra surrounding a central drinking fountain and inclosed by a paneled wall, which curves in to a massive stone column surmounted by sculptured bronze eagles, the marking pieces of the entrance.

At the base of the high ground of the mountain, and squarely fronting the opening of the main entrance, is a stone stairway rising in a vertical face, with central corbel inclosing a wall fountain. Stairways ascend on each side in crossing flights, with a central landing at the top. The composition shows entirely white cut stone. The front is faced with 6-inch veneering and the stair is inclosed by an outside line of balusters, and the landings by balusters and paneled parapets. The trimmings are appropriately molded. Turning off from this masonry front the drive makes a curve to the southward, and, passing again along the foreground, crosses through the line of the general stairways at the top of the lower stairs. From this road crossing the entrance plan continues in a second stairway, landing in the foreground park with side stairs and court returns.

A winding flight of stairs, broken by the park openings, but consisting of three, five, and seven steps, connects with the upper composition of stairways. This, on each side, is flanked at the landing of the first central flight of steps with octagon exedras inclosed with paneled parapets in white cut stone. These courts form the base of the double flights of stairs which complete the rise to the terrace front and main roadway of the mountain. Between these flights the wing walls rise vertically in tower plan to the height of the upper landing, where the plan calls for a stone pavilion, to be placed within the line of the walls, and surrounded by a balcony with stone balustrade to rest on the walls as a base. From this level the stairways scatter and connect with different walks and drives through the wooded grounds above. A side stairway, adjoining the War Department wall, also leads from the same terrace back to the new hot-water springs in this vicinity. These stairways are all in cut stone, and, together with the stone columns of the War Department entrance on the same level, complete the grouping of finished masonry work at the back of the pavilion to be placed on the front line of the terrace.

Entrance No. 5 (the next along the front) is near the Arlington Hotel. The lower flight of steps is cut in the natural tufa or hot-water deposit. The other flights are of white limestone in rough finish, flanked with side walls of tufa rock.

Entrance No. 6 is at the superintendent's residence and grounds on Fountain street, and is formed by successive flights of steps and landings cut into the tufa.

Entrance No. 7 is a double gateway, inclosing the drive at the north entrance from Fountain street to the superintendent's grounds, and is finished with stone flanking columns.

Entrance No. 8, the final entrance to the reservation front from this side, is that of the drive leading from Fountain street and connecting with the main drive of Hot Springs Mountain.

Fountains.—These are in the form of drinking fonts in stone with flowing outlets. The fountain for the southwest corner of the reservation is to be in carved marble with outlet formed by bronze eagle heads. The design is taken from an old Venetian composition. The eagles are to be the work of Edward Kemeys, sculptor, and contract for the other work is in competent hands.

The two fountains for the exedras of the main entrance are to be modeled from a Romanesque design by Architect James Reily Gordon, of San Antonio, Tex., and are to be executed in Italian marble.

The fountain for the north end of the reservation front was designed by Messrs. Trowbridge, Colt & Livingston, of New York. It is to be of limestone capped with marble.

A wall fountain to supply cold water is also planned for an arch in the first stairway facing the main entrance on the reservation front.

Designs for fountains in the extension work on the mountain side have been furnished by Mr. James Reily Gordon, Messrs. Trowbridge, Colt & Livingston, and by Messrs. Rickon & Thompson, of Little Rock, Ark., and are filed for reference when this work is taken up.

Roads.—The road plan for the reservation on each side of Hot Springs Valley is designed for a purpose beyond that of a mere ascent of the mountain. It has in view the opening up of the mountain side and extension of the means of access from one portion of the valley to the other. The main feature is a central drive passing along the side of the mountain in an open way over the valley, and reached from below by a branch connecting from the street, while access to the summit is afforded by an upper branch. The conformation of the ground within the city limits favors this plan. On each side of the valley the entrance of the roads to the reservation is from a section of the street having a considerable elevation above Central avenue, but easy of access by cross streets of light grade. With this initial elevation, the central drive gains its height around the mountain by a hardly perceptible grade, and falls similarly to connect with the street on the opposite side by a more direct line than that of the street between the same points. This arrangement of the roads gives them, in reality, the advantage of the street as a drive without the disadvantage of commercial traffic, and adds the attraction of a commanding view over the valley from the mountain.

Hot Springs Mountain road.—Road work performed under the current allotment has been limited to Hot Springs Mountain. The central road on this mountain has its southern and elevated entrance on Reserve avenue, through the grounds of the War Department, and gaining slightly in elevation passes above the highest group of hot-water springs, and then falls to the entrance on Fountain street. The prominent approaches and easy grades of this mountain way have made it, in effect, an additional street to the city of Hot Springs and its extensive use as a pleasure drive and promenade have led to an increase in width from that defined in its first plan. The lower branch of this road connects with the main entrance at the front on Central avenue. Supply roads from the same branch lead off in rear of the bath houses to the north and south.

The upper branch of this drive is projected to extend ultimately around the summit of the mountain and connect with Park avenue. It has been constructed to within several hundred feet of the southern point of the range, the conformation of the ground about its upper terminus having been such that it was deemed practically a matter of necessity to extend the road at once about 1,000 feet beyond the limit

contemplated in the first estimate. This measure not only had the advantage of extending the graded road beyond a difficult point, but remedied the broken features of a tract of ground from which a large amount of embankment had at some time been borrowed, leaving the surface in holes and the roots of trees exposed, a condition especially reported by a Department inspector several years since.

The construction of these roads consists of a random stone-paved foundation and a surfacing of native cement gravel. Excellent results have been obtained throughout.

West Mountain road.—The central road on West Mountain is to extend, as a belt drive, from Prospect avenue on the south to Whittington avenue on the north. The upper branch ascends to the top of the mountain and makes a return connection around the summit. The completion of the central drive would be a substantial improvement, and should closely follow the current work.

Development of hot-water springs.—Among the most serviceable results in the current work has been the incidental development of two new springs during excavation in a section in which heretofore no hot-water outlet has been known. The hot water thus made accessible has before this probably found an outlet in the bed of the creek and been lost to use. One of these, located at the northwest corner of the Army and Navy General Hospital grounds, is a dripping spring passing through a conglomerate formation under a metamorphic sandstone ledge. It stands alone in view on the mountain, and supplies a need long recognized for an accessible spring to be left open to inspection. It is only of medium capacity and temperature, but is deemed worth preserving for its advantage as a drinking spring in the terraced park, and for its prominent situation. The other spring developed is one of especial value. It rises out of a seam in a metamorphic sandstone formation immediately on the border of the main drive, and about 50 feet north of the Government bath house. Its strong flow and high temperature render it undoubtedly worth preserving. Both these springs have been protected with open masonry arches.

Additional construction, contingencies.—Under special instructions of the Department, the plan of the current work was so modified as to perform, also, from their allotment certain items enumerated originally in the hot-water supply division (Table 2) estimate of 1893, under recommendation for special allotment. These consisted of the construction of masonry arches to inclose four hot-water springs; the construction of a retaining wall and grate covering over the Alum Spring, and the clearing out and partial improvement of the Old Hale Spring. The construction of wooden arches over hot-water pipes in rear of the bath houses was also required. As indicated in Statement 2 of expenditures, all this work, with the exception of the last-named item, has been completed. The arching over of the pipe therein referred to was deferred to afford access for pending changes and additions.

Under the same special order, but from separate allotment, additional work was executed in the form of a heavy retaining wall to protect the reservation grounds on the line adjacent to the Army and Navy General Hospital, and bordering Bath-House Site No. 1. The report of extra work performed also shows other contingent items which had been either overlooked in the preparation of the estimates, or were added for the perfection of the plan as the work progressed. Among these was the erection of a stairway (Entrance No. 1) much needed at the southern end of the reservation front, and which, having been

overlooked from the advance estimates, was constructed as incidental to the erection of the retaining wall on that site. The masonry was necessary as a support for the stairway in the narrow space afforded, and the steps, in their turn, served as a coping protection as well as a strengthening bond for the wall. There was also erected a heavy iron gateway needed for protection of the north portion of the reservation at the superintendent's grounds.

CORRESPONDENCE OF PLAN BETWEEN THE INTERIOR AND WAR DEPARTMENT IMPROVEMENTS.

In the commencement of the general improvements, work was also in hand on the War Department grounds, and the importance was apparent of effecting such unity of plan between the two divisions of the improvements as would make each aid the other.

Work was therefore conducted in each Department with reference to this result. A double gateway, with stone columns and court wings, was placed on the Department dividing line at the north extremity of the front of the War Department inclosure, and the main drive was made continuous from one Department through the other. An upper drive and gate was also constructed on the War Department grounds to connect with a branch loop of the main reservation drive higher up on the mountain. These improvements added much to the plan of both reservations, without leaving either dependent upon the other, the width of each road affording convenient turning room at its extremity. Similar concurrent plans were followed with reference to the front stairway entrance to the Army and Navy General Hospital, and to the southern stairway of the main reservation. The hospital entrance was remodeled to form, with the other, a double stairway, which has been previously mentioned under description of Entrance No. 1.

BLASTING ON THE RESERVATION.

In making way for the foundation lines of the work the chief undertaking encountered was the immense amount of excavation to be made along the entire front and high grounds over Central avenue, and in bluffs projecting completely over the sidewalks on Fountain street. Over Central avenue, especially, the excavation was difficult and expensive. In constructing the front drives and entrances the full width and depth had to be quarried out in solid rock, and similar excavations, though in less amount, extended along the entire bluffs. This work involved extensive blasting, which was conducted with every precaution against damage, and with constant reference to the integrity of the hot-water formation.

From several thousand blasts fired, mainly along the front, no serious accident ever resulted. This expensive feature of the foundation work is now well past and it is of advantage to be able to close blasting operations, as a rule, on the reservation front. Such blasting is extremely objectionable from risk of disturbing the levels of the hot-water outlets. No other effect on the hot-water supply could be apprehended. Permanency is stamped on every natural feature surrounding it. The tufa, itself, forms a rock of considerable strength, and around it on every side, excavation discloses a mass of solid metamorphic rock which continues, unbroken by any other outcropping of tufa, through all the neighboring mountains.

RECOMMENDATIONS.

In submitting to present consideration the matter of this public work, I would recommend specifically:

First, that provision be made for completing, at the earliest practicable time, the work excluded from execution in the foundation plan by contingencies, and embracing: (1) The construction of bronze headpieces for the eagle fountain, and the finishing of some minor items of wall coping, drainage, plumbing, and concrete landings, etc., on the foreground; (2) the completion of the lower stairway of the main entrance; (3) the construction of a stone balustrade required as a protecting guard on the vertical wall inclosing the site for an elevated pavilion at the top of the central stairway and on the border of the main drive. Both the latter items are essentially finishing work on masonry already in place. The heavy base wall required for the lower stairway is entirely constructed and ready for the veneering and the steps it is to support. The finishing material, including cut-stone balusters and steps and the dimension stuff for veneering, pedestals, panels, and parapets, is already upon the ground, and allotment to cover labor alone is required.

Second. The construction of the stone shelter pavilion previously referred to, and to be located centrally over the main entrance to the reservation front. This was originally included among four such buildings entered in Estimate A, report of 1893. Developments in the use of the grounds, however, are such that its immediate construction is recommended. This pavilion is not only the top and finishing piece of the main entrance design, and a resting place overlooking the central valley of Hot Springs, but, situated on the border of the principal drive of the mountain, at a meeting point of the stairways and near the entrance from the War Department grounds, it would be especially serviceable in affording shelter at about the central point of resort on the mountain side. It is estimated at a higher cost than the others, which are intended for more retired locations.

There is only one shelter building at present on the reservation. This is located at the entrance on Fountain street, and consists of a wooden pavilion which formerly occupied a place on the main front and over the Alum Spring. Upon the improvement of that spring with stonework the building was removed and placed on the mountain side, both for shelter and for the sake of preserving a feature remaining from past times.

Third. The finishing of stonework generally with coping and facing to protect valuable masonry in place. This includes especially the coping of heavy walls of bridges on the mountain side.

Fourth. The extension of the Hot Springs Mountain drive around the summit of the mountain by improving the old road along this summit, and introducing new grades where necessary.

Fifth. The provision of a water supply and distributing system for irrigation purposes on Hot Springs Mountain, and completion of remaining items of division 2, special estimate.

Sixth. The increase of the reservation force to meet requirements for the maintenance of the grounds as improved.

Seventh. The completion of the road on Hot Springs Mountain.

Eighth. The construction, on West Mountain, of a belt road from Prospect to Whittington avenue, according to maps filed in the Department.

With reference generally to the public interests of Hot Springs, I have the honor to recommend the continuous prosecution of the reservation improvements, upon the basis of the approved estimates, subject to such additions and changes of detail as may be found expedient.

The direct benefits of the Hot Springs improvements are recognized generally, but their results extend further than these immediate effects. With the development of the reservation resources a spirit of advancement in other interests has been shown on every side. The strict requirements made of lessees to meet a contemplated thorough improvement of the Government reservation has been more than complied with. This tendency to aid and advance the public work at Hot Springs has nowhere been more liberally shown than in the case of the bath-house proprietors of the reservation, who have spared no means to adjust their buildings and supply apparatus to the best advantage of the improvement plans. The class of accommodations now afforded in both the bathing and the entertainment interest at Hot Springs are such as to warrant the extended and thorough improvement of the reservation park grounds.

In incidental connection with the question of public advantage at Hot Springs, I would repeat the recommendation in the report of the past year for favorable action upon any measure looking to the erection on the reservation of a public administration building, to contain the post-office and other offices pertaining to the General Government. The extent of the public interest which would be served by such a building, and the improvement it would afford on the southwest corner of the reservation, are the grounds for this recommendation.

The first basis of the Hot Springs improvement seems now to have been established, and in closing this report it seems not unofficial to express recognition of the support and assistance afforded me by those with whom I have been connected in the Department. The prompt action on my official papers has been of great aid in the prosecution of the work. And in my association with the superintendent of the reservation, the Hon. William J. Little, I have derived the advantage of thorough cooperation and support in the prosecution of the work under my charge, and of ready and cheerful conference upon the many questions that have arisen for our joint consideration in connection with the reservation improvements.

ACCOUNTS AND ESTIMATES.

The following papers accompany this report:

(1) Statement of expenditures under special allotment to the superintendent of the reservation.
(2) Statement of regular expenditures covered by advance estimates.
(3) Statement of additional expenditures ordered and contingent.
(4) Estimate of present work under current allotment.
(5) Special estimate, division 1, for finishing current work.
(6) Special estimate, division 2, items recommended in connection with current improvements.
(7) Estimate A, Hot Springs Mountain, complete improvements.
(8) Estimate B, West Mountain, complete improvements.
(9) Estimate C, North Mountain, complete improvements.
(10) Estimate D, lake reserve, complete improvements.
(11) Estimate E, creek arches.
(12) Estimate F, summarized estimates for further allotment, enumerating items in order as recommended for performance.
(13) Specifications for work performed.

The present estimate of the reservation improvements correspond in the main with those of the past year, omitting details in items brought forward.

Statement of fund for improvement of Government Reservation, Hot Springs, Ark., fiscal year 1893–'94.

[Account of appropriation of March 3, 1891, for parks and roads, Hot Springs Reservation.]

Balance of appropriation of June 30, 1893		$72.45
Expenditures:		
Cement gravel for roads	$72.45	
Total		72.45

[Account of allotment to superintendent of reservation for protecting wall at Bath-house Site No. 1.]

Amount of allotment		$857.00

EXPENDITURES.

Excavation	$192.00	
Removal of excavated material	26.10	
Pay rolls, masons and helpers employed in masonry construction	393.63	
Material, cement, sand, etc	231.42	
Switch bars (iron braces)	13.85	
Total		857.00

[Account of allotment from indefinite appropriation for protection and improvement of Hot Springs Reservation (sales of lots and lease receipts, act of June 16, 1880.)]

Balance remaining June 30, 1893		34,951.35

EXPENDITURES.

STATEMENT 1.—*Improvements contemplated in Estimate A (Table 1), report of 1893.*

Concrete walks	$1,827.85
Loam soil for park purposes	315.00
Stone curbing for walks	381.75
Main entrance, masonry coping, etc	8,273.82
Columns and eagles (main entrance)	2,359.66
Landscape and building architects	873.17
Hot-water fountains, pipes, etc	872.97
Entrance No. 3, United States free bath house	910.06
3 exedras, masonry, etc	998.25
Entrance No. 2, at Ozark and Rammelsburg bath houses, walls, etc	646.44
Cement gravel for roads	1,886.94
Material and implements	349.34
Drainage	690.36
Roads, parks, engineering, and landscape work	4,060.86
Office expenses	575.73
Total cost of improvements included in Estimate A, Table 1, report of 1893	25,022.20

STATEMENT 2.—*Covering improvements performed as incidental to general plan, and also items of Table 2, estimate 1893, which were introduced under current work by order of the Secretary of the Interior.*

Repairing implements, etc	$387.22	
Trees, shrubs, and grass seed	101.74	
Stone stairway at south end of reservation matching War Department entrance at same point	547.25	
Wall, grading, and entrance gate at grounds of superintendent's office and residence building	375.00	
Alum Spring	215,75	
Cleaning out and protecting by side walls and arches four hot springs	1,340.00	
Total performed as extra items under current work	2,966.96	
Total expended indefinite appropriation for protection and improvement, Hot Springs Reservation during fiscal year of 1893–'94		$27,989.16
Balance available for future operations and improvements June 30, 1894		6,962.19

Estimate of improvements included in plans of work in progress and to be covered from balance of $6,962.19 on current allotment.

Concrete walks in and around exedras of main entrance	$315.12	
Main entrance, masonry walls, coping, etc	4,554.21	
Exedra walls (at main entrance)	628.00	
Fountains	1,300.00	
Architectural work	25.00	
Repairing implements, etc	45.99	
Trees and shrubs	51.17	
Drainage	21.55	
Office expenses	21.15	
Total improvements to be performed in present work and closing current allotment		6,962.19

SPECIAL ESTIMATE.

DIVISION 1.—*Finishing details of current work, and contingent items not included in original estimate recommended for immediate allotment.*

Bronze finishing piece (eagle heads) for fountain (contracted for)	$275.00
Two hundred and seventy feet of limestone coping, 4 inches thick and 18 inches wide, for walls at main entrance, laid in place	195.00
Concrete work for additional landings on main front	100.00
Plumbing connection and concreting at fountains to be constructed under contract	100.00
Drainage, incidental	35.00
Veneering and completing lower staircase at main entrance	600.00
Stone balustrade for central shelter pavilion at top of main entrance	450.00
Concreting and stonework around fountain at north end of reservation front	125.00
Concreting for landings of stairways of main entrance, 1,000 square feet, at 20 cents per square foot	200.00
Six bronze vases for exedras at main entrance	172.00
Rustic iron seats for exedras	100.00
For stone stairway to hot-water spring in foreground park adjacent to north entrance to the Army and Navy General Hospital grounds (additional item)	50.00
Pipe archway (additional item), instructions Secretary of the Interior	40.00
Stone-paved crossing at main entrance	176.40
Contingencies	100.00
Total, finishing current work	2,718.40

DIVISION 2.—*Items originally entered in Estimate A, 1893, second division, but recommended for immediate performance in connection with current work.*

One pavilion for shelter and resting exedra above central entrance to reservation front, as per plan submitted	$1,100.00	
Water supply for irrigation purposes	400.00	
Coping heavy walls of bridges (extra width)	425.00	
Regrading and graveling old road to top of mountain for use in driving purposes, as continuation of present drive	2,500.00	
Six bronze vases at entrance	172.00	
Four park lamps (design furnished)	200.00	
Concreting sidewalk on Fountain street from Central avenue to grounds of superintendent's office and residence building	665.00	
One thousand seven hundred and twenty-eight feet (pipe covering for protection of fountain hot-water pipes)	450.00	
Total, additional work required	5,912.00	
Total of special estimate, divisions 1 and 2		$8,630.40

ESTIMATE A.—HOT SPRINGS MOUNTAIN.

TABLE 1.—*Park division.*

Paving gutters of reservation drives (one side), 1,000 linear feet, at 20 cents per foot	$2,000.00	
Paving main drive at front of mountain, 25,000 square feet, at 20 cents per square foot	5,000.00	
Electric lights and connections	2,000.00	
Summit roads connecting completed drives with North Mountain roads at head of Happy Hollow	5,099.90	
Gravel walks	943.95	
Drainage	7,440.00	
Fountains (cold water)	1,400.00	
Fountain street improvements	3,140.00	
Masonry, creek arching, in connection with Fountain street improvements	21,000.00	
One fountain of special design for mountain foreground	6,500.00	
Three shelter pavilions	2,100.00	
Three toilet buildings	4,500.00	
Rustic iron seats	400.00	
Widening concrete promenade to 25 feet and entrance walks to 10 feet (about 30,000 square feet of pavement), at 20 cents per square foot	4,000.00	
One casino building	30,000.00	
Concrete sidewalk on Fountain street from grounds of superintendent's building to north entrance of reservation (additional to estimate of report of 1893)	1,500.00	
Parapet cut-stone wall along Central avenue front with pedestal entrances, 1,475 linear feet, at $8.00 per foot	11,800.00	
Engineering and landscape work	4,000.00	
Total (Table 1), park division		112,823.85

TABLE 2.—*Water supply division.*

Bath house cooling tanks	$3,730.65	
Pipe connections for one wall drinking fountain for cold water at arch at central entrance, water from spring on Park avenue	500.00	
Cleaning out and protecting by side walls and arches four hot springs	1,500.00	
Bath house toilet buildings	675.00	
Total	6,405.65	

REMARKS.—The Old Hale Spring improvements have been omitted in the estimate of the present year as doubtful, owing to the projection of this spring within the building lines along the reservation front and the possibility that its inclosure with masonry will interfere with building plans.

This table, as compared with estimate of 1893, shows a reduction by the items transferred to current work as per statement No. 2.

Items of less immediate need (contingencies):			
Hot-water reservoir at highest level into which water from upper springs will flow by gravity (size 40 by 23 by 6 feet)		$2,610.00	
Hot-water reservoir at lower level for other springs (size 50 by 27 by 6 feet)		3,150.00	
Tunnel for hot-water pipes on bath house front, 5 by 6 by 1,450 feet in length		18,814.50	
Total contingent items		24,574.50	
Total Table 2, water supply division			$30,980.1
Total for additional provision, Hot Springs Mountain (divisions 1 and 2 of special estimate, and Tables 1 and 2 of Estimate A)			152,434.4

ESTIMATE B.—WEST MOUNTAIN.

Estimate for complete improvement.

Roads, 10,000 linear feet, 25 feet wide, with stone culverts, masonry, and gravel finishing		$13,916.70	
Gravel walks, 10,560 linear feet, 5 feet wide		1,179.90	
Park construction, terrace walls, masonry, excavation, fountains with water supply, limestone stairways, rustic seats, and electric lights		64,174.80	
Buildings:			
6 pavilions	$4,800.00		
4 toilet houses, water and sewer connections	6,000.00		
1 casino building	30,000.00		
		40,800.00	
Drainage, including catch-basins		5,960.00	
Contingent expenses		5,000.00	
Total estimate for West Mountain			131,031.

ESTIMATE C.—NORTH MOUNTAIN.

Estimate for complete improvement.

CONSTRUCTION OF DRIVES, WALKS, FOUNTAINS, BUILDINGS, ETC.

Roadways, 7,920 linear feet, 25 feet wide, with stone culverts, etc	$11,550.00	
Gravel walks, 5,280 linear feet, 5 feet wide	590.25	
2 cold-water drinking fountains, with pipe connections	2,000.00	
3 shelter pavilions	2,400.00	
2 toilet houses and connections	3,000.00	
10 iron rustic seats	50.00	
10 arc lights	1,000.00	
Drainage, including catch-basins	2,540.00	
Contingent expenses	2,300.00	
Total estimate for North Mountain		25,430.2

ESTIMATE D.—LAKE RESERVE.

Estimate for complete improvement.

CONSTRUCTION OF LAKES, ROADS, WALKS, PARKS, BUILDINGS, ETC.

Lakes, four artificial lakes, with an area of 226,550 square feet, depth 5 feet	$9,480.00
Roads, 2,640 linear feet, 30 feet wide	1,620.00
Walks, 5,280 linear feet, 5 feet wide	650.00
Parks, loam soil, landscape work, shrubbery, etc	8,125.00

ildings:			
Five shelter pavilions	$4,000.00		
Five toilet houses, water and sewer pipe connections	7,500.00		
Total		$11,150.00	
sonry, retaining walls for waterways, stone bridges over waterways, limestone columns, coping, etc		11,205.00	
ctric lights (complete)		2,200.00	
ntingent expenses, engineering, etc		4,000.00	
Total estimate for lake reserve			$18,780.00

ESTIMATE E.—CREEK ARCHES.

Hot Springs Creek.

h on Whittington avenue, 1,600 feet in length	$13,330.00	
rk avenue arch, 800 feet long	6,665.00	
Total for creek arches		19,995.00

ESTIMATE F.—SUMMARIZED ESTIMATE.

rovements required on the Government Reservation at Hot Springs, Ark., and to be provided for by future allotment or appropriation, enumerated in order as recommended or execution.

IMPROVEMENTS SPECIALLY RECOMMENDED FOR EARLY PROVISION.

Special estimate, division 1:		
Finishing details of current work		$2,718.40
Special estimate, division 2:		
Items recommended for immediate performance in connection with current work		5,912.00
Hot-water supply:		
Bath-house cooling tanks	$3,730.85	
Pipe connections for one wall drinking fountain for cold water at arch at Central entrance, water from spring on Park avenue	500.00	
Cleaning out and protecting by side walls and arches four hot springs	1,500.00	
Bath-house toilet buildings	675.00	
Total		6,405.65
Park improvements:		
Hot Springs Mountain—		
1 shelter pavilion	700.00	
1 toilet building	1,500.00	
Electric light	2,000.00	
Summit roads	5,099.90	
Fountains (cold water)	1,400.00	
Drainage	1,000.00	
Paving main drive in front of mountain	5,000.00	
Widening concrete walks on front	4,000.00	
Contingent expenses	1,500.00	
Total		22,199.90
West Mountain—		
Roads	13,916.70	
1 pavilion	800.00	
1 toilet building	1,500.00	
Electric lights	1,000.00	
Drainage	800.00	
Contingent expenses	1,500.00	
Total		19,516.70

d. Park improvements—Continued.		
North Mountain—		
Roads	$11,550.00	
Contingent expenses	1,150.00	
Total		$12,700.0
Total for park improvements (immediate provision)		54,047.0
Total reservation improvements (immediate provision)		69,452.

IMPROVEMENTS REQUIRED, BUT OF LESS IMMEDIATE NECESSITY.

Lake reserve:		
Artificial lakes	$9,480.00	
Roads	1,620.00	
Walks	650.00	
Parks	8,125.00	
Buildings	11,500.00	
Masonry	11,205.00	
Electric lights	2,200.00	
Contingent expenses (engineering, etc.)	4,000.00	
Total		$48,78
Hot Springs Mountain:		
Shelter pavilions	1,400.00	
Toilet buildings	3,000.00	
Drainage	6,440.00	
Gravel walks	943.95	
Special fountain and gutters on drive	8,500.00	
Improvement of Fountain street	25,640.00	
Rustic iron seats	400.00	
Casino building	30,000.00	
Contingent expenses	2,500.00	
Total		78,82
West Mountain:		
Pavilions	4,000.00	
Toilet buildings	4,500.00	
Drainage	5,160.00	
Gravel walks	1,179.90	
Electric lights	3,000.00	
Excavation (earth), 21,666 cubic yards	6,499.80	
Masonry (terrace walls)	15,000.00	
Coping for same	6,250.00	
Loam soil for park purposes	15,000.00	
Landscape and ornamental masonry	12,000.00	
Fountains	4,800.00	
Rustic seats	625.00	
Contingent expenses (engineering etc)	3,500.00	
One casino building	30,000.00	
Total		111,51
North Mountain:		
Walks	590.25	
Fountains	2,000.00	
Pavilions	2,400.00	
Toilet houses	3,000.00	
Electric lights	1,000.00	
Drainage	2,540.00	
Rustic seats	50.00	
Contingent expenses	1,150.00	
Total		12,73
Hot-water supply:		
Hot-water reservoirs, 40 by 23 by 6 feet, for upper springs	2,610.00	
Hot-water reservoir, 50 by 27 by 6 feet, for lower springs	3,150.00	
Tunnel for hot-water pipes along bath-house front	18,814.50	
Total		24,57

Creek arches:		
Masonry (rubble) arching creek on Whittington avenue	$13,330.00	
Masonry (rubble) arching creek on Park avenue.....	6,665.00	
Total.....		$19,995.00
Total improvements for future development (less immediate need).		296,418.40
Total improvements immediately required.....		69,452.65
Total of all improvements requiring future allotment.....		365,871.05

Respectfully submitted.

ROBT. R. STEVENS,
Captain and Asst. Quartermaster, U. S. A.
In charge Hot Springs Reservation Improvements.

Hon. HOKE SMITH,
Secretary of the Interior.

d. Park improvements—Continued.

North Mountain—		
Roads	$11,550.00	
Contingent expenses	1,150.00	
Total		$12,700.0
Total for park improvements (immediate provision)		54,047.0
Total reservation improvements (immediate provision)		69,452.6

IMPROVEMENTS REQUIRED, BUT OF LESS IMMEDIATE NECESSITY.

Lake reserve:		
Artificial lakes	$9,480.00	
Roads	1,620.00	
Walks	650.00	
Parks	8,125.00	
Buildings	11,500.00	
Masonry	11,205.00	
Electric lights	2,200.00	
Contingent expenses (engineering, etc.)	4,000.00	
Total		$48,780.0
Hot Springs Mountain:		
Shelter pavilions	1,400.00	
Toilet buildings	3,000.00	
Drainage	6,440.00	
Gravel walks	943.95	
Special fountain and gutters on drive	8,500.00	
Improvement of Fountain street	25,640.00	
Rustic iron seats	400.00	
Casino building	30,000.00	
Contingent expenses	2,500.00	
Total		78,823
West Mountain:		
Pavilions	4,000.00	
Toilet buildings	4,500.00	
Drainage	5,160.00	
Gravel walks	1,179.90	
Electric lights	3,000.00	
Excavation (earth), 21,666 cubic yards	6,499.80	
Masonry (terrace walls)	15,000.00	
Coping for same	6,250.00	
Loam soil for park purposes	15,000.00	
Landscape and ornamental masonry	12,000.00	
Fountains	4,800.00	
Rustic seats	625.00	
Contingent expenses (engineering etc)	3,500.00	
One casino building	30,000.00	
Total		111,514
North Mountain:		
Walks	590.25	
Fountains	2,000.00	
Pavilions	2,400.00	
Toilet houses	3,000.00	
Electric lights	1,000.00	
Drainage	2,540.00	
Rustic seats	50.00	
Contingent expenses	1,150.00	
Total		12,730
Hot-water supply:		
Hot-water reservoirs, 40 by 23 by 6 feet, for upper springs	2,610.00	
Hot-water reservoir, 50 by 27 by 6 feet, for lower springs	3,150.00	
Tunnel for hot-water pipes along bath-house front	18,814.50	
Total		24,574

Creek arches:		
Masonry (rubble) arching creek on Whittington avenue	$13,330.00	
Masonry (rubble) arching creek on Park avenue	6,665.00	
Total		$19,995.00
Total improvements for future development (less immediate need)		296,418.40
Total improvements immediately required		69,452.65
Total of all improvements requiring future allotment		365,871.05

Respectfully submitted.

ROBT. R. STEVENS,
Captain and Asst. Quartermaster, U. S. A.
In charge Hot Springs Reservation Improvements.

Hon. HOKE SMITH,
Secretary of the Interior.

APPENDIX

TO

:PORT OF OFFICER IN CHARGE OF THE HOT SPRINGS RESERVATION IMPROVEMENTS, HOT SPRINGS, ARK.

SPECIFICATIONS FOR WORK PERFORMED.

APPENDIX

TO

REPORT OF OFFICER IN CHARGE OF THE HOT SPRINGS RESERVATION IMPROVEMENTS, HOT SPRINGS, ARK.

SPECIFICATIONS FOR WORK PERFORMED.

INTERIOR DEPARTMENT,
Hot Springs, Ark., Dec. —, 1893.

Specifications for material and labor required in the protection and improvement of the Government Reservation of Hot Springs, Ark., as authorized and required by the Secretary of the Interior, according to advertisement of this date, the work to be done under the direction of First Lieut. Robert R. Stevens, Sixth Infantry, U. S. Army, in charge of Hot Springs Reservation improvements.

GENERAL CONDITIONS.

The work is to be done under the direction and in conformity with the instructions of the officer in charge, acting under the authority of the Secretary of the Interior, and both workmanship and material shall be subject to the inspection, acceptance, or rejection of said officer—the work to be executed in a prompt and workmanlike manner, and the materials used to be the best of their several kinds.

The contractor will be responsible for any damage to reservation buildings, walls, improved grounds, or system of pipes, incidental to the performance of the work required under his contract, and will restore to their original condition any portion of the same which may have been removed for temporary purposes, or damaged during the progress of said work.

EXEDRAS AT ENTRANCES.

These shall be composed of a base, paneling, scroll ramp, and coping, with pedestals where required. Material to be of the best quality of extra white limestone, of or equal in grade to that of Alabama quarries. Construction to be as indicated in plans. Bids may be made on this composition: First, for scroll ramps, each; second, by the linear foot for circular parapet compositions, including coping, base, panel work, and pedestals where required.

BALUSTRADES.

These shall be arched, molded, or plain cut for crenelated work, according to standard or special drawings. Bids to state price per linear foot on each pattern shown in the drawings, including base, coping, balusters, and pedestals.

COPING.

Two grades of coping may be required. First. Limestone coping, extra grade, for parapet walls and pedestals. This will be plain or molded, straight or curved cut, and faces smooth, tooth-axed, tooth-chiseled, or pitch-faced, as may be required by the officer in charge, and as shown in standard drawings; sizes to vary in widths from 18 to 24 inches. Second. Stone from Cabin Creek quarry or Blue Stone quarry; thickness to be from 3 to 5 inches; to have smooth flagging faces, with pitch face; width to be 20 to 34 inches; edges to be dressed to a line, or left with flagging border, as may be required by the officer in charge.

Bids to be made per linear foot, and in detail as follows:

First. For limestone coping, 3 by 18 inches, 6 by 18 inches, and 9 by 18 inches, both plain and molded patterns.

Second. For sandstone coping, 3 by 20 inches, 4 by 20 inches, and 6 by 20 inches, both with lined and with flagging edges.

To provide, in each case, for other widths of coping, state difference in price for each inch of variation from widths above given.

PANEL WORK.

This shall be used as an unbroken composition for parapets or wings of steps, or in alternation with balustrade sections as may be required. Material to be limestone, extra white, of or equal in grade to that of Alabama quarries. Bids will be made per linear foot on each design shown in the standard drawings, and to correspond to designation numbers.

PEDESTAL CAPS.

These shall be made to correspond or member with coping, or on a separate design as may be required, reference being had to original plans or special designs furnished by the officer in charge of the work.

Material to be of white limestone of or equal in grade to that of Alabama quarries, sand-rubbed, as may be required. Bids to be made in each case per cubic foot for thicknesses, respectively, of 6, 8, and 12 inches and on the same finishing details as in coping.

PEDESTALS OR COLUMNS.

These may be of white limestone of or equal in grade to that of Alabama quarries, or of gray or red granite. Finish to be sand-rubbed for limestone or bush-hammered for granite.

Bids to be made for each piece complete, according to plans, or per cubic foot in the rough, with additional cost per square foot of surface finish, respectively, on bush-hammered, tooth-chiseled, and polished work, and for 1-inch beveled or margin draft edge per linear foot.

LAWN CURB.

Lawn curb shall be of white limestone, of or equal in grade to that of Alabama quarries, plain cut, sawed or molded according to plans, and as may be required. Bids should be made per linear foot in each style of finish.

CARVED WORK.

This shall be cut or molded on the design shown in standard detail or modified designs, provided, that in the adoption of a modified plan the extent of surface finish and the number of molding members shall not be greater than that in standard plans, except by consent of the contractor. Prices to be made for each piece of work complete.

STONE FACING.

This shall be set as a veneering bonded into, but detached from, a rubble-stone wall, to be constructed under separate contract. It will be set in courses of 8, 10, or 12 inches, with 4, 6, or 8 inch beds, as may be required. It will be bonded into the backing wall by stones set in every third course, and in horizontal intervals of 6 feet, and to break joints in alternate courses. Finish of stone to be pitch-face, and to have margin draft or beveled joints, as may be required, around each stone pilaster. All details to be made as shown in original plans, or in such drawings as may be furnished from time to time by the officer in charge of the work. Material to be regarded in competition for this work shall be limestone, extra white, of Alabama quarries, and granite. Bids to be made per square foot of surface for each separate dimension of bed and course.

STONE SEATS.

Stone seats for the exedra will be of white limestone, 3 inches thick, molded according to design, curved as indicated in plans of exedra, and supported on scroll brackets of same material. Seats where required for rest at other points shall be of same material, 2 inches thick, smooth-dressed or sawed, straight or curved, and finished as may be indicated in plans. Bids shall be made per linear foot set in place.

PAVEMENT.

Pavement for road and walk crossings shall be composed of best sandstone, of or equal in grade to that of Cabin Creek quarry, and shall be formed of paving stone 6 inches thick and of different widths and lengths.

First. Bonding stones, 14 inches by 4 feet.

Second. Paving stones, 4 inches by 9 inches.

Bonding stones to be set in lines 3 feet apart, pavement stones to fill remaining intervals.

Foundation.—Pavement to be laid on a foundation bed of clean, sharp, river sand, at least 3 inches thick, firmly tamped in place, stones to be firmly bedded in sand; joints to be well filled with sand, wedged in place after the pavement is laid.

Bids will be made per square foot of pavement.

STONE STEPS.

Furnish and set in place where required stone steps for entrances. Pattern of stairway to be as indicated in plans. First grade of steps will be of smooth dressed or sawed material, and of dimensions as follows:

Straight steps to be 6 by 13 inches in section, and to be set allowing clear tread of 12 inches.

Circular steps to have 6 inches rise and have 14-inch tread at central point, 1 inch margin being allowed in width for overlapping edges.

Material of this grade to be of white limestone of selected quality and color, and to be of or equal in grade to that of Alabama quarries. Bids to be made per linear foot for straight steps and per cubic foot in case of circular steps.

Second grade will be set straight and will be formed by a flagging material 13 by 3 inches, of or equal in grade to stone of Cabin Creek quarry. Bids to state price per linear foot set in place.

MATERIAL FOR STONE CONSTRUCTION.

Bids on white limestone, as material only, should be made on the best quality of extra white stone of or equal in grade to that of Alabama quarries, and should be made in detail as follows:

(1) Sawed two ways to size ordered.

(2) Sawed one way (two sides) to size ordered; rough edges and ends; limit of length, 12 feet

(3) Sawed one way, promiscuous; thickness as ordered, but in slabs of varying sizes averaging about 2¼ feet wide by 6 feet long.

(4) Scabbled, roughly squared to any size ordered; not less than 12 inches cross-section, nor greater than 8 feet long.

(5) Rough dimension of sizes to square up to dimension ordered; blocks from 2 to 8 feet long, 18 inches to 3 feet wide, and 18 inches to 2½ feet thick.

Sawing in each case to be with or across grain, as may be required.

Bids in each case to be per cubic foot, furnished properly crated where necessary, on board cars at proposed points of delivery, which for points southward from Missouri and east of the Mississippi River should be Memphis, and for points northward from this section should be St. Louis.

CONCRETE PAVEMENT.

The concrete work will consist of 168 square feet of concrete sidewalk, laid 14 feet wide, without curbing, along the front of the reservation grounds on Central avenue, both edges of walk exposed and requiring facing; and about 472 square feet of concrete work laid in four street-car landings, with facings on each of about 12 feet in length on outer edge, and 2,500 square feet of concrete laid as flooring of exedræ.

The method of construction to be as follows:

Subgrade.—The ground will be brought by the Government to a grade within 3 inches of the subgrade required for the foundation bed, leaving the minor grading adjustments, necessary to bring the subgrade to a distance of 3 inches below the proposed walk surface, to the contractor.

Foundation bed.—The bed for the concrete work shall then be leveled with broken stone or gravel, well packed and rammed in place.

First or foundation layer of concrete shall be of gravel concrete, composed of one part of Portland cement to three parts of clean, sharp sand, and shall be at least 5 inches in thickness after being well tamped in place.

Top or finishing layer shall be of sand concrete, one part of Portland cement to one part of clean, sharp sand, washed free from loam, and shall be at least 1 inch in thickness after being firmly compressed and leveled. This layer shall be spread by courses and in blocks, the first leaving vacant alternate block spaces, the second filling spaces and closing surface.

Facing.—The facing required shall form a protecting curb on the exposed edge of the walk, and will be constructed by turning down the top or finishing layer in a thickness of about one-half inch to the bottom of the gravel concrete, the upper edge to be beveled three-eighth inch on the vertical edge, and three-fourth inch on the surface.

Proposals should state price per square foot of surface measurement of concrete pavement, and per linear foot or facing.

STONE FLAGGING.

Stone flagging for walk crossings will be furnished in slabs 3 to 4 inches thick, squared to a line, and in lengths to order up to 6 feet, and widths to make 4-foot, crossing of not more than two pieces. Material to be of or equal in grade to stone of Cabin Creek quarry. Prices to be per linear foot, delivered as directed on the grounds.

BIDS ON MATERIAL AND LABOR.

Material.

Brick.—This shall be best selected, hard-burned brick of local manufacture. About 3,000 will be required. Prices to be per thousand, standard size and grade.

Sand.—This shall be best grade of sharp river sand, washed free from loam. About 100 cubic yards will be required. Bids to state price per cubic yard.

Cement required under these specifications shall be Portland cement of best grade, of or equal in grade to White's London cement (about 25 barrels), and best American hydraulic cement (about 800 pounds). Prices to be made per 100 pounds. Delivery in each case to be on the grounds as required.

LABOR.

In connection with the stonework, bids may be made for labor alone, the Government to furnish material. These in detail may be:

(1) For cutting, shaping, and fitting only, of the different patterns of dressed or molded work, or,

(2) May include in addition to this the setting of all the parts in place to complete the composition.

In the first case bids should state price for each design furnished in molded or dressed work, and per square foot of surface in the different grades of finish, and per linear foot for molding in each of the standard patterns.

In the second case bids should state price per linear foot for the composition complete in place.

GENERAL INSTRUCTIONS.

Bids should be prepared in accordance with instructions to bidders printed on form of proposal furnished, and must be accompanied by a written guaranty, the justification of which to be one-fifth the probable amount of the contract to which the bid relates, signed by two responsible persons, to the effect that they undertake that the bidder, if his bid be accepted within sixty days after date of advertisement, will, within fifteen days after being notified of the acceptance of his proposal, enter into contract and give bond, with good and sufficient sureties, to perform the work proposed.

Proposals will be received for any portion of the work to be performed, and the Government reserves the right to reject any or all proposals, bids being considered independently for each item, and the quantities or figures thereof, as herein specified, shall be subject to increase or diminution of 20 per cent, should the public interest require such change.

Prices should be written out in words as well as figures.

Alterations by erasure or interlineations should be explained or noted in the proposal over signature of the bidder.

Proposals should be signed by the bidder submitting them with his usual signature in full.

When a firm is a bidder, the members of the firm or agent who signs the firm's name to the proposal should state in addition the names of all the individuals composing the firm.

Anyone signing the proposal as an agent of another or others must file with it a legal evidence of his authority to do so.

Where proposals include either labor or material alone, award may be made thereon with or without formal contract. Such award shall be equal in binding force and effect to the regular formal agreement.

Proposals should be inclosed in suitable envelopes, securely sealed, indorsed, and addressed as required by the advertisement, and be delivered to or received by the officer to whom it is addressed before the time appointed for the opening; and no responsibility shall attach to that officer for the premature opening of any proposal not so indorsed as to show that it is a proposal and the particular purpose for which it is made.

Payment on any contract will be made upon completion and acceptance of the entire work included thereunder, or monthly for the work completed to date.

Where tender on material alone is made, bids shall state proposed points of delivery and give prices of material furnished on board cars ready for shipment when transportation by rail is necessary for local delivery.

A firm will not be accepted as a surety, nor will a partner be accepted as a surety for a copartner or a firm of which he is a member. An officer of a corporation will not be accepted as surety for such corporation.

One copy of the advertisement and of these specifications should be securely attached to each copy of proposal.

Envelopes containing proposals to be marked "Proposal for ground improvements," and addressed to—

ROBERT R. STEVENS,
1st Lieut. 6th Infantry, U. S. A.
In charge of Hot Springs Reservation Improvements.

OFFICE OF HOT SPRINGS RESERVATION IMPROVEMENTS,
Hot Springs, Ark.

REPORT

OF THE

SUPERINTENDENT OF YELLOWSTONE NATIONAL PARK.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SUPERINTENDENT
YELLOWSTONE NATIONAL PARK,
Mammoth Hot Springs, Wyo., August 13, 1894.

SIR: Complying with your request of the 14th ultimo, I submit the following report of operations and events in the Yellowstone National Park during the past year:

The tourist season of last year was the most peculiar of any in the history of the Park. My last report bears date of the 27th of July. From that time on, until the end, the falling off that I then noted continued and increased. The regular travel only amounted to 3,076, as against 3,645 for the year previous. Camping parties and irregular outfits suffered more from the depression than did the regular stage and hotel business. This was doubtless due to two causes—the Columbian Exhibition and the financial condition of the country. There was never a season when the hotel registers showed such a cosmopolitan list of names. Nearly every country in the world was represented, and it was no unusual thing to find in the arrivals of a single day people from ten or twelve different foreign nations. Had it not been for this foreign contingent, business in the Park would have proved ruinous; I doubt if any of the companies having franchises here made any money, and it is probable that nearly all found the balance against them at the end of the season.

The travel during the month of June is mostly from the West. Extensive washouts on that part of the railroads, occasioned by the rapid melting of the very heavy snow of last winter, kept tourists out.

From June 26 until July 20 there were no trains running over the railroads, owing to the strikes; thus one-half of the season was passed with no profitable business. This is particularly to be regretted, as the hotel, stage, and boat companies were in better shape than ever before to care for tourists, and the Park was in many ways unusually attractive. There is now little prospect of a prosperous ending of the season, and 1894 will probably stand as the most disastrous to business interests of any in the history of the Park. People who had planned to make the tour at even later dates than this have become alarmed at the interference with travel and have abandoned their trip.

The road over the divide was opened on June 20, the same date as last year; but at the opening it was in much better condition than ever before at this period. With small expenditures for repairs the road will be one of the best, as it is one of the most interesting, in the whole circuit.

A more thorough and exact system of registry will enable me to report in future the number of tourists who go through in their own conveyances and in camping parties. There is no more satisfactory way of seeing the Park than on horseback and with a camp equipment. To many who live near here, and to people of limited means, this affords a cheap and delightful excursion. Such parties are, however, the source of many annoyances in park management:

(1) They are often careless about leaving fires. (2) They leave their camping places unpoliced. (3) They are more inveterate specimen hunters than any other class. (4) They are more apt to disfigure the Park by inscribing their names on all available places.

The proposition made by some parties to establish semipermanent camping places has not received my approval, nor that of the Department, for the reason that they would soon degenerate into ill-kept, unsightly structures, fit breeding places for vermin of all kinds.

LEASES.

The leases of the Yellowstone Park Association are the same as last year. As I write, the papers bring the news that a bill has been passed regulating leases in the Yellowstone National Park. As I understand the bill, it is an excellent measure, and contains several much-needed changes. The main points are: The extension from 10 to 20 acres of the limit allowed under a single lease, not more than 10 acres of which may be held at any one place. Under existing law no lease may be granted within a quarter of a mile of a geyser or other object of interest. The new law very properly reduces this distance to one-eighth of a mile. The immediate effect of this act will be the authorization of a hotel at the Upper Geyser Basin, on the site now occupied, but illegally, by the lunch station at that place. A hotel here has long been one of the greatest needs of the Park, and should the Park Association be able to raise the money and complete the building it would add much to the attractiveness of the tour.

So far there have been no changes in the leases within the Park, excepting the lease of Mr. F. J. Haynes, the photographer, which expired some months since and has been renewed, as has also that of Mr. Yancey.

Under the new law it will be possible for the Yellowstone Park Association to cover by their leases all the ground now occupied by them.

I renew my recommendation of last year that proceedings be had by the Government for the acquirement of the two frame cottages near the forks of the Fire Hole, for use by the troops there stationed during the summer.

The blacksmith's shop and saddler's shop on the plateau facing this office have been removed. There still remains, however, the unsightly barn pertaining to the Yellowstone Park Association. Were it not for the trouble and expense attending its removal, I should recommend that it be put in a position near the base of the hill to the north of the hotel.

The transportation company has improved all of its sites, and kept them in thorough order. I do not believe that they will need any changes in their holdings under the new law. Since my last report, travel has been so slack that they have had no trouble whatever in handling it. Their plant is the finest I have ever seen.

Applications from outside parties for licenses to carry on transportation business in all forms continue to pour into this office. When I

consider the obligations the regular company has assumed and the bonds that it has given for their faithful performance, I have not felt justified in recommending approval in more than one or two cases, and these were to parties who would furnish good accommodations for the cheaper class of travel. Most of the people who have been barred out of the Park business have made bitter complaints at being deprived of this form of livelihood, but a regulated system here is even more of a necessity than is a licensed cab system in a large city. The extent of the country and the difficulty of watching and guarding it make it doubly essential that none but well-known, reputable, and responsible parties be allowed to conduct this form of business here.

Mr. French, who for several years past has carried the mail from this point to Cooke City, has not received the contract this year, and he desires to transfer his holdings at Yancey's and Soda Butte to the man who succeeds him. There is no objection to this transfer, and I shall recommend its approval.

An application by Mr. George Ash, postmaster, for the lease of a small plot on which to erect a post-office and store, should be approved, as many travelers find themselves in need of such small articles as he keeps for sale.

Within the past year two important decisions relating to the boundaries of the Park have been rendered from your office. The first of these is, that the east and west line through the mouth of the Gardiner River is the north boundary of the Park, notwithstanding the fact that it at one time included a part of the Crow Reservation. The other decision is to the effect that what is now known as "Shoshone Lake," is the one from which the west boundary line is to be established, although in the act of dedication it is called "Madison Lake."

The old project to segregate the northern portion of the Park, in the interests of a few mercenary speculators, was again revived with renewed intensity. It is to be hoped that Congress will adjourn without this bill having a place on the statute books.

A bill that on its face might seem harmless has been introduced in Congress to permit the passage of a railroad through the Park on any line which its projectors may select. In every respect this is the most vicious bill that has been introduced within my knowledge. Six months from the entrance of the first locomotive within the limits of the Park there will not be left one acre of its magnificent forests unburned. The line of this road would of necessity pass near the Yellowstone Lake. The great amount of moisture furnished by the lake and its numerous tributaries give a mantle of snow that will average 15 feet in depth, and with the strong winds prevailing in this mountainous country no railroad could be kept running during the six months of winter without being entirely inclosed in snow sheds, which would prove destructive to the natural beauty of the Park.

Mr. Gallagher, who last year had the contract for running the boundary of the timber reserve, did not begin his work at the most easterly portion of the lake, nor did he make his line continuous from the point where it should have begun, to the north line of the Park, nor did he properly and conspicuously mark the line. If it should be found practicable to have an officer of the Corps of Engineers report to me for temporary duty, I could have the line carefully run and so marked that it would be instantly recognized wherever crossed. The Park now has no greater need than that the boundary line shall be everywhere conspicuous. Last season an accurate determination was made of the latitude and longitude of a point near the lake. A granite

monument has been placed to mark the spot, and a base line measured from it as an origin. This will give a point from which the boundaries of the Park can be accurately located.

PROTECTION OF FORESTS.

In my last report the fire near Norris Basin was reported as under control, but not yet entirely extinguished. From first to last it continued over twenty days, and burned over a very irregular tract about 6 miles long and varying from a few feet to a mile or more in width. During the entire summer fires were being started, through the carelessness of camping parties and in other ways, and it is no exaggeration to say that the thorough system of patrol which I have inaugurated, saved the Park from destruction.

I arrived at the Fountain Hotel, on my trip through the Park about four weeks since, and discovered smoke arising from the timber near by. Word was instantly sent to the troop of cavalry camped two miles from there. The soldiers arrived without delay, and by dint of very hard labor, succeeded in getting the fire under control before it reached the tree tops. Ten minutes more headway would probably have put it in a condition to have resisted all efforts at extinction, and I can put no limit short of the lake to its probable extension. I was on the spot very soon after it originated, and made a careful examination of the surroundings and could find no apparent cause of its origin.

This season there are many people making the tour of the Park on foot, as regular tramps. They leave no sign of their camping places, and if they were to start a fire by their pipes or by other means they could easily escape detection by walking quickly off into the timber. This is not only a possible but a very probable origin of several of our recent fires. I am happy to state, however, that none of them have been at all destructive.

OUTPOSTS.

Our system of outposts remains the same as at the date of my last report. The one established on Snake River two years ago has not proven the success that I had hoped it would. It is too far away to be easy of supervision. It is located in a part of the country much frequented by hunting parties, and the section under its protection is too extended and too rough to permit very effective scrutiny. Another station near the mouth of Thoroughfare Creek would materially aid in the protection of this portion of the Park, but the smallness of force under my command, and the distance from the base of supplies, make it impossible for me to establish one there at present.

A soldier from the station at Riverside started for the Lower Basin on snow shoes one day last March and has not since been seen or heard of. He unquestionably perished in the forest, whether from the cold or from some accident, of course no one can tell.

The Park, with the timber reserve, contains an area greater than the State of Connecticut. This is to be protected from fires, from the vandalism of specimen hunters, and from depredations of poachers, by two small companies of troops, who at the same time are required to perform all of their ordinary military duties. I have but one citizen scout to aid in this work. I had a citizen packer who was useful as an assistant, but by orders from superior authority have recently been obliged to discharge him.

MILITARY POST.

The only improvements made at the military post during the year are the completion of the post hospital and the erection of quarters for the hospital steward. A building to be used as a jail and office for the U. S. commissioner is now under contract and work is just being commenced upon it. It is hoped that it will be ready for occupancy before winter.

ROADS.

The same vicious system of construction and maintenance of roads continues, with small likelihood of change. Each spring finds the appropriation for roads entirely exhausted and the most necessary repairs left to the labor of soldiers or to voluntary contributions from the transportation company. Nearly one-half the appropriation for roads in the last fiscal year was used in the partial completion of a single bridge over a dry ravine near the Canyon, where an intelligent estimate for a proper bridge was less than $2,000. As this bridge is not yet completed, travel over this bit of road is impossible and will remain so for the balance of the year. I renew my recommendation of last year that the control of the appropriation for Park improvement be given to the acting superintendent of the Park. I have no doubt this would result in a saving of at least 25 per cent of the money granted.

HOTELS.

The hotels pertaining to the Yellowstone Park Association, under the able management of Mr. J. H. Dean, have shown a marked improvement. Increase of rates to $5 per day, authorized by the Department, has resulted in bringing them up to a very high standard. A reduction of rate to $3 per day after a stay of ten days in the Park has induced many people to prolong their trip. I hear nothing but praise of their cleanliness, neatness, and the excellent manner in which they are genally conducted.

In addition to the need of a hotel at the Upper Basin, of which I have already spoken, a small hotel, with a few rooms, should be put at Norris. This would fill all the needs of the Park until the construction of the road over Mount Washburn, when one should be placed near the mouth of Tower Creek.

TRANSPORTATION.

The Huntley Company still conducts the regular transportation in a satisfactory manner, with an excellent plant. Transportation from Beaver Canyon, on the Union Pacific Railroad, is conducted by the Bassett Brothers, but without definite license from the Department. The new form of license, which has received your approval, should be made applicable to this line. and the proprietors be required to contribute to the support of the Park. The license of $5 for each wagon required from such parties is not excessive and does not more than compensate for the expenditure made in cleaning up their abandoned camping grounds and making necessary repairs on the road over which they travel.

The question of stop-over privileges, which has heretofore been a vexed one in Park management, has not, within the last year, presented any difficulties. This is possibly due to the very small travel.

I would recommend that instead of a temporary license some responsible party be given a definite lease for a transportation line over the route from Beaver Canyon, and that they be held to requirements similar to those now imposed upon the Huntley Company. Should this recommendation be approved, I see no reason for permitting any other parties to do transportation business within the Park, excepting those who furnish accommodations to campers. The licenses granted during the past year were but two in number, one to Mr. Dixon and the other to Mr. W. W. Wiley, both of whom cater mostly to those who wish to camp out, and who without this privilege would not be able to see the Park. Many parties still visit the Park in transportation belonging to themselves, or hired in places so distant from the Park that it is not practicable to settle the question of ownership or deny them the privilege of proceeding. The old trouble of camping grounds, unpoliced and unsightly from the rubbish left by camping parties, still continues unabated, in spite of my utmost endeavors to correct it.

The boat company has suffered quite as much as other industries in the Park from lack of patronage. The boat has been put in excellent condition, and it furnishes one of the most delightful bits of travel on the tour. The proposition to put a few small steam or naphtha launches on the lake has not been carried out, but I believe it would prove remunerative and certainly would be a great accommodation to tourists.

FISHING.

Within the Park proper there are but two species of fish, trout and grayling. Prior to 1889 but one species of trout existed, and that was the Oregon trout with black spots. In both 1889 and 1890 the U. S. Fish Commission stocked several of the streams of the Park with four other varieties, and they have multiplied to an almost inconceivable extent. It is the general verdict of all who have fished here that no better fishing can be found anywhere in the world. It is not considered necessary to limit the period of fishing within the Park, because it is sufficiently limited by climatic conditions. A year ago I requested the Commissioner of Fisheries to supply some black bass for plant in some lakes that were believed to be suitable for them, but the plant was not received until December, when the temperature was far below zero, and they all perished before reaching their destination. I have renewed the request for the plant, and have the assurance of the honorable Commissioner that it will be granted.

WORK DONE.

Work done in the Park can be classified under three separate heads: (1) that done by the troops as a military organization; (2) that performed under the direction of the Engineer Corps of the U. S. Army, and (3) that performed under the direction of the superintendent of the Park for the Interior Department. The first is under proper military scrutiny and is reported through proper channels to the War Department. The second is not in the least under my control, and so far as I know has never been supervised or properly inspected. Under the third heading the superintendent of the Park is allowed to spend the revenues coming from the leases in the Park for the current year. This year he is allowed the munificent sum of $250, nearly all of which has to be expended in picking up filth left in the camping places along the traveled roads. It is a fact which I think should be brought to the

notice of the Department, that for years the private funds of the superintendent have been drawn upon to cover the ordinary and necessary expenses of the most frugal Park management. As a case in point I will cite a very recent example. In March last a desperate poacher was captured in the act of removing scalps from buffalo, which he had recently slaughtered. The capture was effected by a party on snow shoes, sent out under the legal orders of the Park superintendent. It was impossible for this party to carry rations. The War Department declines, under its well-known regulations, to approve accounts for provisions furnished at the hotels, because there were more than two in the party, and commutation is not allowed to parties of greater number. The Interior Department declines to audit the account, although the expense was incurred in the proper "management" of the Park, for the reason that these bills were incurred by people in military service, and hence should be paid by the appropriation for the Army. A consequence of such rulings must be to dishearten and discourage any superintendent, who, no matter what his enthusiasm may be, will naturally feel averse to paying a tax on his own efficiency.

POACHERS.

Unfortunately, I am not able to report any diminution of poaching during the last year, although I have devoted my best efforts to its suppression. A fortunate capture of a poacher last March deserves more than passing notice, in view of the consequences that followed it. Sometime in February I sent a scouting party across the Yellowstone and into the Pelican Valley to look after the herds of buffalo and elk that usually winter there. On the return of this party they reported to me that they had found an old snowshoe and toboggan trail, but that they were unable to follow it. It apparently headed in the direction of Cooke City. While this party was still out, word came to me that Ed. Howell, a notorious poacher of Cooke City, had passed the Soda Butte Station one stormy night and had gone on into Cooke for supplies, but that he had not carried any of his trophies with him. A few days after this the sergeant in charge of the Soda Butte Station reported the finding of a trail of this same party with his toboggan and followed it as far as the Park line. I then determined on a plan which resulted in the capture of Howell. I waited until I thought it was about time for him to be back in the Pelican country, and then sent out a large search party, with Capt. Scott in charge. This party arrived at the Lake Hotel on the evening of March 11. Next day Burgess and Sergt. Troike of the Sixth Cavalry went over into the country previously indicated by me, and made their camp.

On the morning of the 13th, very soon after starting, they came across some old snowshoe tracks which they could scarcely follow, but by continuing in the direction of them they soon came across a cache of six bison scalps suspended above the ground, in the limbs of a tree. Securing these trophies, the party continued on down Astringent Creek to its mouth and then turned down the Pelican. They soon came across a newly-erected lodge, with evidences of occupation, and numerous snowshoe tracks in the vicinity. Soon after this they were attracted by the sight of a man pursuing a herd of bison in the valley below them, followed by several shots from a rifle. After completing the killing, the culprit was seen to proceed with the removal of the scalps. While thus occupied with the first one my scouting party ran upon him and made the capture. It turned out, as I had anticipated, to be Howell, who

coolly remarked that if he had seen the party sooner they could never have captured him, meaning, of course, that he could have shot them before they were near enough to make effective the small pistol, which was the only weapon they carried. They brought him into this place as a prisoner, reaching here on the evening of the 16th of March.

I at once made full report of the affair and it was widely noted in the newspapers of the country. A suitable recognition, in the way of a certificate, was made of the coolness and bravery of Burgess and Troike. The scalps, as far as they could be saved, were brought in and properly prepared by a competent taxidermist and placed at the disposal of the Department. The feeling aroused in the minds of the public by this act of vandalism stirred Congress to prompt action, so that on May 7 an act for the protection of game in the Park received the President's signature. In order that it may receive wider distribution, I inclose a copy to be printed with this report. Howell denied having killed any bison but those found near him, but I feel sure that he did kill the six found in the cache, and it is quite probable that he killed others which we did not find. In one sense it was the most fortunate thing that ever happened to the Park, for it was surely the means of securing a law so much needed and so long striven for. On April 25 Howell was released from confinement in the guardhouse by your order and removed from the Park, and directed never again to return without proper permission. On the evening of July 28 I found him coolly sitting in the barber's chair in the hotel at this point. I instantly arrested him and reconfined him in the guardhouse, had him reported to the U. S. attorney for this district, and on the evening of August 8 he received the first conviction under the law which he was instrumental in having passed. He was convicted before the U. S. commissioner of returning after expulsion, in violation of the tenth of the Park regulations, and sentenced to confinement for one month and to a fine of $50.

With this conviction as a precedent and a strong determination to make other arrests under the new law whenever it is violated, I believe the days of poaching in the Park are nearly at an end. The dead bodies of 13 bison have been discovered in their winter range. I at first believed this to have been the work of poachers, but investigation shows that no parts of them were taken; it also failed to reveal any bullet marks, though these might easily have escaped observation. I am now thoroughly convinced that they perished from natural causes. I had abundant evidence that beaver were being trapped in this vicinity last autumn; but with the most careful watching I failed to capture the culprits, although I pretty well knew who they were. A fishing party from the post found a large beaver in a trap, freshly caught. Another fishing party found a set trap with nothing in it. The same parties are yet operating in this vicinity, and I do not believe can much longer escape the vigilance of my scouts.

GAME.

Buffalo.—Buffalo have been more carefully watched and more accurately counted than ever before. After deducting the losses from all causes, I feel disposed to reduce my estimate of those remaining to 200, and I believe this to be very close to the mark. A few were seen in their winter range as late as the middle of June, and these had calves with them. They have not been pursued into their summer range, and no accurate statement as to the number of calves can be made.

Moose.—Reports from the outpost on Snake River show an increasing number of moose. They are seen so frequently in that vicinity that I believe they have been well protected and are certain to be preserved. Howell informed me, when I ordered him from the Park, that he had a moose scalp cached near the south line of the Park, and that if I would have him put out at that point he would give me this scalp. Of course, I declined his proposition.

Mountain sheep.—Mountain sheep continue to winter on Mount Everts in considerable numbers. Bands numbering from 10 to 30 can be seen almost any time in winter within a few yards of the roadside between here and Gardiner. As their winter habitat is in the portion of the Park within the State of Montana, the so-called "segregation act" would result in their extinction.

Elk.—The elk wintered well and all reports show a large number of young this spring. A party sent out to Yancey's to investigate the subject in March last saw at least 3,000 of them at one time from a single point of view. This is also in the portion of the Park to be cut off by the segregation bill. The valley of the East Fork of the Yellowstone winters more of them than any other portion of the Park, and should it be cut off, it is safe to say that their numbers would be diminished by at least one-half.

Antelope.—The usual herd of 500 wintered on Mount Everts, which is their only winter range. Should it be cut off, their extinction would follow within a year.

Deer.—Although deer are not as numerous as other varieties of game, we still see many of them during the winter, and they become very tame. From November until June it was easy to count 100 of them any day within a mile or two of this place.

Bears.—Bears are numerous in the vicinity of all the hotels and have become very tame. I recently shipped to the Washington Zoological Park an enormous grizzly bear, which was captured at the slaughter house 4 miles distant. After the passage of the act of March 7, I became doubtful of my authority to continue furnishing animals to the Washington Park. This question I duly presented to you, and, after reference to the Attorney-General, it was decided that I still had such authority; but before the decision had arrived it became too late to capture the young ruminants, and I will therefore have a smaller contribution to make this year than any previous one, although my zeal in the matter has not abated. In March or April last I was requested by the secretary of the Smithsonian Institution to select a site, and obtain proposals for erecting an inclosure in which to retain the wild animals here native. As soon as the conditions of the country permitted I made an inspection of a number of sites and selected one or two which I thought would best fulfill the conditions. I then drew designs and asked for proposals. On submitting these proposals to the acting secretary I was informed that the figures were so far beyond his estimate that nothing would probably be done in the matter.

GEYSERS.

I find there is a general belief in the minds of tourists that there is some measure of regularity in the period of eruptions of most if not all of the geysers. At various times during the last three years I have had records made by the guards of the observed eruptions. Of course, these do not include all of the geysers, nor have all of the eruptions of any one of them been noted. I inclose for publication as an appendix

to this report, a table made of observations upon them during the last three years. A casual inspection of it reveals the fact that none but Old Faithful has the slightest pretense to regularity.

I suggested in my last report that a work be written in popular style, thoroughly describing the Park, and giving in brief a history of the early explorations here. My idea was that this work should be written by some one in the Government service and printed and offered for free distribution by the Department. I have an assurance that such a work is now in course of preparation and will soon be issued. but will not be a Government publication, and, as it can only be had by purchase, it will not have the large circulation that I would wish for it.

RECOMMENDATIONS.

First. A complete survey of the Park boundaries, with an actual marking of the same, so that they may be instantly recognized wherever crossed.

Second. A transfer to the superintendent of the control of the appropriations for Park improvement.

Third. Liberal appropriations with which to complete the road system.

Fourth. The addition to the military post of accommodations for another company.

I am indebted to all the officers of the post for their zealous cooperation in all that tends to the welfare of the Park and for their cordial assistance in all of the duties pertaining to its management.

The meteorological record kept under the direction of Surgeon C. M. Gandy, U. S. Army, is hereto appended.

Yours very respectfully,

GEO. S. ANDERSON,
Captain, Sixth Cavalry, Acting Supt. Yellowstone National Park.

The SECRETARY OF THE INTERIOR.

AN ACT to protect the birds and animals in Yellowstone National Park, and to punish crimes in said park, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Yellowstone National Park, as its boundaries now are defined, or as they may be hereafter defined or extended, shall be under the sole and exclusive jurisdiction of the United States; and that all the laws applicable to places under the sole and exclusive jurisdiction of the United States shall have force and effect in said park: *Provided, however,* That nothing in this Act shall be construed to forbid the service in the park of any civil or criminal process of any court having jurisdiction in the States of Idaho, Montana, and Wyoming. All fugitives from justice taking refuge in said park shall be subject to the same laws as refugees from justice found in the State of Wyoming.

SEC. 2. That said park, for all the purposes of this Act, shall constitute a part of the United States judicial district of Wyoming, and the district and circuit courts of the United States in and for said district shall have jurisdiction of all offenses committed within said park.

SEC. 3. That if any offense shall be committed in said Yellowstone National Park, which offense is not prohibited or the punishment is not specially provided for by any law of the United States or by any regulation of the Secretary of the Interior, the offender shall be subject to the same punishment as the laws of the State of Wyoming in force at the time of the commission of the offense may provide for a like offense in the said State; and no subsequent repeal of any such law of the State of Wyoming shall affect any prosecution for said offense committed within said park.

SEC. 4. That all hunting, or the killing, wounding, or capturing at any time of any bird or wild animal, except dangerous animals, when it is necessary to prevent them from destroying human life or inflicting an injury, is prohibited within the limits of

said park; nor shall any fish be taken out of the waters of the park by means of seines, nets, traps, or by the use of drugs or any explosive substances or compounds, or in any other way than by hook and line, and then only at such seasons and in such times and manner as may be directed by the Secretary of the Interior. That the Secretary of the Interior shall make and publish such rules and regulations as he may deem necessary and proper for the management and care of the park and for the protection of the property therein, especially for the preservation from injury or spoliation of all timber, mineral deposits, natural curiosities, or wonderful objects within said park; and for the protection of the animals and birds in the park, from capture or destruction, or to prevent their being frightened or driven from the park; and he shall make rules and regulations governing the taking of fish from the streams or lakes in the park. Possession within the said park of the dead bodies, or any part thereof, of any wild bird or animal shall be prima facie evidence that the person or persons having the same are guilty of violating this Act. Any person or persons, or stage or express company or railway company, receiving for transportation any of the said animals, birds, or fish so killed, taken, or caught shall be deemed guilty of a misdemeanor, and shall be fined for every such offense not exceeding three hundred dollars. Any person found guilty of violating any of the provisions of this Act or any rule or regulation that may be promulgated by the Secretary of the Interior with reference to the management and care of the park, or for the protection of the property therein, for the preservation from injury or spoliation of timber, mineral deposits, natural curiosities or wonderful objects within said park, or for the protection of the animals, birds and fish in the said park, shall be deemed guilty of a misdemeanor, and shall be subjected to a fine of not more than one thousand dollars or imprisonment not exceeding two years, or both, and be adjudged to pay all costs of the proceedings.

That all guns, traps, teams, horses, or means of transportation of every nature or description used by any person or persons within said park limits when engaged in killing, trapping, ensnaring, or capturing such wild beasts, birds, or wild animals shall be forfeited to the United States, and may be seized by the officers in said park and held pending the prosecution of any person or persons arrested under charge of violating the provisions of this Act, and upon conviction under this Act of such person or persons using said guns, traps, teams, horses, or other means of transportation such forfeiture shall be adjudicated as a penalty in addition to the other punishment provided in this Act. Such forfeited property shall be disposed of and accounted for by and under the authority of the Secretary of the Interior.

SEC. 5. That the United States circuit court in said district shall appoint a commissioner, who shall reside in the park, who shall have jurisdiction to hear and act upon all complaints made, of any and all violations of the law, or of the rules and regulations made by the Secretary of the Interior for the government of the park, and for the protection of the animals, birds, and fish and objects of interest therein, and for other purposes authorized by this Act. Such commissioner shall have power, upon sworn information, to issue process in the name of the United States for the arrest of any person charged with the commission of any misdemeanor, or charged with the violation of the rules and regulations, or with the violation of any provision of this Act prescribed for the government of said park, and for the protection of the animals, birds, and fish in the said park, and to try the person so charged, and, if found guilty, to impose the punishment and adjudge the forfeiture prescribed. In all cases of conviction an appeal shall lie from the judgment of said commissioner to the United States district court for the district of Wyoming, said appeal to be governed by the laws of the State of Wyoming providing for appeals in cases of misdemeanor from justices of the peace to the district court of said State; but the United States circuit court in said district may prescribe rules of procedure and practice for said commissioner in the trial of cases and for appeal to said United States district court. Said commissioner shall also have power to issue process as hereinbefore provided for the arrest of any person charged with the commission of any felony within the park, and to summarily hear the evidence introduced, and, if he shall determine that probable cause is shown for holding the person so charged for trial, shall cause such person to be safely conveyed to a secure place for confinement, within the jurisdiction of the United States district court in said State of Wyoming, and shall certify a transcript of the record of his proceedings and the testimony in the case to the said court, which court shall have jurisdiction of the case: *Provided*, That the said commissioner shall grant bail in all cases bailable under the laws of the United States or of said State. All process issued by the commissioner shall be directed to the marshal of the United States for the district of Wyoming; but nothing herein contained shall be construed as preventing the arrest by any officer of the Government or employee of the United States in the park without process of any person taken in the act of violating the law or any regulation of the Secretary of the Interior: *Provided*, That the said commissioner shall only exercise such authority and powers as are conferred by this Act.

SEC. 6. That the marshal of the United States for the district of Wyoming may appoint one or more deputy marshals for said park, who shall reside in said park, and the said United States district and circuit courts shall hold one session of said courts annually at the town of Sheridan in the State of Wyoming, and may also hold other sessions at any other place in said State of Wyoming or in said National Park at such dates as the said courts may order.

SEC. 7. That the commissioner provided for in this Act shall, in addition to the fees allowed by law to commissioners of the circuit courts of the United States, be paid an annual salary of one thousand dollars, payable quarterly, and the marshal of the United States and his deputies, and the attorney of the United States and his assistants in said district, shall be paid the same compensation and fees as are now provided by law for like services in said district.

SEC. 8. That all costs and expenses arising in cases under this Act, and properly chargeable to the United States, shall be certified, approved, and paid as like costs and expenses in the courts of the United States are certified, approved, and paid under the laws of the United States.

SEC. 9. That the Secretary of the Interior shall cause to be erected in the park a suitable building to be used as a jail, and also having in said building an office for the use of the commissioner, the cost of such building not to exceed five thousand dollars, to be paid out of any moneys in the Treasury not otherwise appropriated upon the certificate of the Secretary as a voucher therefor.

SEC. 10. That this Act shall not be construed to repeal existing laws conferring upon the Secretary of the Interior and the Secretary of War certain powers with reference to the protection, improvement, and control of the said Yellowstone National Park.

Approved, May 7, 1894.

RULES AND REGULATIONS OF THE YELLOWSTONE NATIONAL PARK.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., August 1, 1894.

The following rules and regulations for the government of the Yellowstone National Park are hereby established and made public pursuant to authority conferred by section 2475, Revised Statutes United States, and the act of Congress approved May 7, 1894:

1. It is forbidden to remove or injure the sediments or incrustations around the geysers, hot springs, or steam vents; or to deface the same by written inscription or otherwise; or to throw any substance into the springs or geyser vents; or to injure or disturb, in any manner, or to carry off any of the mineral deposits, specimens, natural curiosities, or wonders within the Park.

2. It is forbidden to ride or drive upon any of the geyser or hot spring formations or to turn loose stock to graze in their vicinity.

3. It is forbidden to cut or injure any growing timber. Camping parties will be allowed to use dead or fallen timber for fuel.

4. Fires shall be lighted only when necessary, and completely extinguished when not longer required. The utmost care should be exercised at all times to avoid setting fire to the timber and grass, and any one failing to comply therewith shall be peremptorily removed from the Park.

5. Hunting or killing, wounding, or capturing of any bird or wild animal, except dangerous animals, when necessary to prevent them from destroying life or inflicting an injury, is prohibited. The outfits, including guns, traps, teams, horses, or means of transportation used by persons engaged in hunting, killing, trapping, ensnaring, or capturing such birds or wild animals, or in possession of game killed in the Park under other circumstances than prescribed above, will be forfeited to the United States, except in cases where it is shown by satisfactory evidence that the outfit is not the property of the person or persons violating this regulation and the actual owner thereof was not a party to such violation. Firearms will only be permitted in the Park on written permission of the superintendent thereof. On arrival at the first station of the Park guard parties having firearms will turn them over to the sergeant in charge of the station, taking his receipt for them. They will be returned to the owners on leaving the Park.

6. Fishing with nets, seines, traps, or by use of drugs or explosives, or in any other way than with hook and line is prohibited. Fishing for purposes of merchandise or profit is forbidden by law. Fishing may be prohibited by order of the superintendent of the Park in any of the waters of the Park, or limited therein to any specified season of the year, until otherwise ordered by the Secretary of the Interior.

7. No person will be permitted to reside permanently or to engage in any business

in the Park without permission, in writing, from the Department of the Interior. The superintendent may grant authority to competent persons to act as guides and revoke the same in his discretion, and no pack trains shall be allowed in the Park unless in charge of a duly registered guide.

8. The herding or grazing of loose stock or cattle of any kind within the Park, as well as the driving of such stock or cattle over the roads of the Park, is strictly forbidden, except in such cases where authority therefor is granted by the Secretary of the Interior.

9. No drinking saloon or barroom will be permitted within the limits of the Park.

10. Private notices or advertisements shall not be posted or displayed within the Park, except such as may be necessary for the convenience and guidance of the public, upon buildings on leased ground.

11. Persons who render themselves obnoxious by disorderly conduct or bad behavior, or who violate any of the foregoing rules, will be summarily removed from the Park.

Any person who violates any of the foregoing regulations will be deemed guilty of a misdemeanor and be subjected to a fine, as provided by the act of Congress approved May 7, 1894, "To protect the birds and animals in Yellowstone National Park and to punish crimes in said Park, and for other purposes," of not more than $1,000 or imprisonment not exceeding two years, or both, and be adjudged to pay all costs of the proceedings.

HOKE SMITH,
Secretary of the Interior.

METEOROLOGICAL RECORD.

JULY, 1893.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	75	36	39	S.	.....	
2	73	39	34	S.	.....	
3	83	38	45	S.	0.09	Rain.
4	78	50	28	SW.	.....	
5	72	39	33	W.	.....	
6	63	39	24	NW.	.....	
7	63	36	29	NW.	0.05	Rain and hail.
8	67	36	31	S.	.....	
9	81	33	48	S.	.....	
10	86	41	45	S.	.....	
11	83	50	33	S.	.....	Heavy windstorm; thermometer broken.
12	No thermometer.	No thermometer.	.....	S.	.....	
13			.....	S.	.....	
14			.....	S.	.....	
15			.....	SW.	.....	
16			.....	S.	.....	
17			.....	S.	.....	
18			.....	S.	.....	
19			.....	S.	.....	
20			.....	SE.	.....	
21			.....	S.	.....	
22			.....	W.	.....	
23			.....	S.	.....	
24			.....	S.	.....	
25			.....	S.	.....	
26			.....	S.	0.15	Rain.
27			.....	S.	.....	
28			.....	S.	0.25	Rain and hail.
29			.....	S.	0.40	Rain and hail.
30			.....	S.	0.05	Rain and hail.
31			.....	.....	.....	
Total	.....	.....	.....	.....	0.99	
Mean	.....	.....	.....	S.	.....	

Maximum, 86 on 10th; minimum, 36 on 1st, 7th, and 8th; total precipitation, 0.99 inch; prevailing wind, south.

AUGUST, 1893.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	89	No minimum thermometer.	.....	S.	.....	
2	91		.....	S.	.....	
3	87		.....	SW.	.....	
4	89		.....	S.	.....	
5	87		.....	SW.	.....	
6	86		.....	SW.	.....	
7	75		.....	W.	.....	
8	81		.....	S.	.....	
9	80		.....	S.	0.03	Rain.
10	74		.....	W.	.....	
11	81		.....	S.	.....	
12	80		.....	S.	0.01	Rain.
13	78		.....	S.	.....	
14	68		.....	NW.	.....	
15	68		.....	NW.	0.01	Rain.
16	77		.....	S.	0.03	Rain.
17	83		.....	S.	0.05	Rain.
18	78		.....	S.	0.27	Rain.
19	72		.....	S.	0.49	Rain.
20	78		.....	SW.	.....	
21	73		.....	SW.	0.03	Rain.
22	71		.....	SW.	0.14	Rain.
23	69		.....	S.	.....	
24	78		.....	W.	.....	
25	79		.....	SW.	.....	
26	64		.....	S.	.....	
27	70		.....	W.	.....	
28	75		.....	W.	.....	
29	78		.....	W.	.....	
30	73		.....	W.	.....	
31	73		.....	W.	.....	
Total	2,405	.....	.....	.....	1.06	
Mean	77.58	.....	.....	S.	.....	

Maximum, 91, 2d instant; average maximum, 77.58; total precipitation, 1.06 inches; wind, south.

SEPTEMBER, 1893.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	73	No thermometer.	.....	W.	.....	
2	80		.....	E.	.....	
3	81		.....	SE.	.....	
4	84		.....	NW.	.....	
5	76		.....	W.	0.20	Rain.
6	80		.....	E.	.....	
7	81		.....	S.	.....	
8	75		.....	E.	0.15	Rain.
9	57		.....	S.	.....	
10	61		.....	E.	.....	
11	73		.....	E.	.....	
12	73		.....	N.	.....	
13	49		.....	NE.	.....	
14	44		.....	NE.	.....	
15	65		.....	N.	.....	
16	70		.....	N.	0.09	Rain.
17	67		.....	E.	0.33	Rain.
18	51		.....	E.	.....	
19	54		.....	NE.	0.15	Rain.
20	67		.....	NE.	.....	
21	61		.....	N.	0.27	Snow.
22	41		.....	N.	.....	
23	61		.....	NE.	.....	
24	59		.....	W.	.....	
25	65		.....	W.	.....	
26	61		.....	W.	.....	
27	73		.....	W.	.....	
28	62		.....	S.	.....	
29	55		.....	SW.	0.19	Sleet.
30	49		.....	N.	0.06	
Total	1,958	.....	.....	.....	1.44	
Mean	65.27	.....	.....	E.	.....	

Maximum, 84, 4th instant; average, 65.27; total precipitation, 1.44 inches; prevailing wind, east.

OCTOBER, 1893.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	45	No thermometer.	.....	N.	0.25	Rain.
2	43		.....	N.	.....	
3	38		.....	NW.	.....	
4	39		.....	N.	.....	
5	48		.....	E.	.....	
6	48		.....	N.	.....	
7	58		.....	W.	0.17	Rain.
8	53		.....	S.	0.02	Rain.
9	40		.....	N.	0.16	Snow.
10	37		.....	N.	0.20	Snow.
11	48		.....	S.	.....	
12	43		.....	S.	.....	
13	64		.....	S.	.....	
14	65		.....	S.	.....	
15	82		.....	SE.	.....	
16	38		.....	SE.	.....	
17	51		.....	S.	.....	
18	62		.....	S.	.....	
19	64		.....	S.	.....	
20	63		.....	SE.	.....	
21	44		.....	N.	.....	
22	42		.....	N.	0.09	Snow.
23	36		.....	N.	.....	
24	39		.....	N.	.....	
25	41		.....	S.	0.30	Snow.
26	45		.....	S.	.....	
27	57		.....	SE.	.....	
28	61		.....	SE.	.....	
29	51		.....	SE.	.....	
30	47		.....	E.	0.15	Rain.
31	43		.....	S.	.....	
Total	1,535	.....	.....	.....	.....	
Mean	49.52	.....	.....	S.	1.34	

Maximum, 82, 16th instant; average, 49.52; total precipitation, 1.34 inches; prevailing wind, south; total depth of snow fall, 5.90 inches.

NOVEMBER, 1893.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	27	No thermometer.	.....	N.	0.90	Snow.
2	26		.....	N.	.....	
3	34		.....	N.	.....	
4	43		.....	S.	.....	
5	45		.....	S.	0.23	Rain.
6	45		.....	S.	.....	
7	42		.....	SE.	.....	
8	46		.....	S.	.....	
9	44		.....	S.	.....	
10	37		.....	N.	.....	
11	36		.....	N.	.....	
12	41		.....	S.	0.20	Snow.
13	35		.....	S.	.....	
14	41		.....	S.	.....	
15	46		.....	S.	.....	
16	36		.....	N.	0.15	Snow.
17	23		.....	N.	.....	
18	30		.....	N.	.....	
19	34		.....	S.	.....	
20	36		.....	N.	.....	
21	31	15	16	N.	0.09	Snow.
22	23	2	21	S.	.....	
23	22	5	17	S.	.....	
24	35	21	14	S.	.....	
25	34	27	7	S.	0.22	Snow.
26	36	25	11	S.	.....	
27	37	29	8	S.	.....	
28	36	29	7	S.	0.32	Snow.
29	37	28	9	S.	.....	
30	28	0	28	N.	0.40	Snow.
Total	1,066	181	138	.....	.....	
Mean	35.53	6.03	4.16	S.	2.51	

Maximum, 46, 15th instant; minimum, 0, 30th instant; mean, 8.38, from 21st to 30th; total precipitation, 2.51 inches; prevailing winds, south; depth of snow fall, 22.90 inches.

DECEMBER, 1893.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	38	27	11	S.	0.15	Snow.
2	39	26	13	S.	.....	
3	30	16	14	SE.	.....	
4	37	25	12	S.	.....	
5	33	5	28	SW.	.....	
6	31	18	13	SW.	.....	
7	35	27	8	S.	0.05	Snow.
8	36	25	11	S.	.....	
9	34	24	10	S.	.....	
10	36	29	7	S.	0.25	Snow.
11	35	18	17	N.	.....	
12	32	11	21	SE.	.....	
13	35	28	7	S.	0.35	Snow.
14	34	25	9	NW.	0.00	Snow.
15	25	10	15	S.	0.14	Snow.
16	33	17	16	S.	.....	
17	35	20	15	S.	.....	
18	29	16	13	SE.	.....	
19	31	11	20	S.	.....	
20	38	18	20	S.	.....	
21	33	21	12	S.	0.07	Snow.
22	36	25	11	SE.	.....	
23	31	18	13	N.	.....	
24	19	3	16	S.	.....	
25	23	5	18	S.	.....	
26	29	14	15	S.	.....	
27	18	0	18	N.	.....	
28	19	14	5	N.	.....	
29	18	5	13	N.	.....	
30	19	11	8	S.	.....	
31	30	18	12	S.	.....	
Total	951	530	421	.....	.....	
Mean	30.68	17.10	13.58	S.	1.91	

Maximum, 39, 2d instant; minimum, 0, 27th instant; mean, 23.89; total precipitation, 1.91; prevailing winds, south; depth of snow fall, 20.25 inches.

METEOROLOGICAL RECORD—Continued.

JANUARY, 1894.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	35	25	10	S.	.....	
2	31	23	8	S.	.....	
3	30	6	24	N.	.....	
4	15	3	12	N.	.....	
5	3	21	24	N.	.....	
6	5	8	13	N.	.....	
7	15	4	11	N.	.....	
8	14	5	10	N.	.....	
9	13	10	23	S.	.....	
10	25	10	15	S.	.....	
11	24	11	13	SE.	0.41	Snow.
12	32	22	10	SE.	.....	
13	40	29	11	S.	.....	
14	43	32	11	S.	.....	
15	30	34	4	S.	0.21	Sleet.
16	36	27	9	S.	.....	
17	29	9	20	N.	0.40	Snow.
18	25	0	25	N.	.....	
19	22	1	21	NW.	.....	
20	25	11	14	S.	0.22	Snow.
21	28	15	13	N.	.....	
22	29	12	17	N.	.....	
23	10	25	35	N.	.....	
24	20	11	31	N.	.....	
25	20	11	9	SE.	.....	
26	28	18	10	S.	.....	
27	24	14	10	S.	.....	
28	30	18	12	S.	0.21	Snow.
29	33	21	12	S.	.....	
30	31	14	17	S.	.....	
31	17	5	12	N.	0.37	Snow.
Total	770	295	475	.....	1.82	
Mean	24.84	9.52	15.32	S.	.....	

Maximum, 43, 14th instant; minimum, —25, 23d instant; mean, 17.18; total precipitation, 1.82; prevailing winds, south; depth of snow fall, 16.35 inches.

FEBRUARY, 1894.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	23	7	30	S.	.....	
2	20	8	12	S.	.....	
3	21	11	32	S.	.....	
4	27	2	25	S.	.....	
5	28	0	28	S.	.....	
6	25	9	16	N.	.....	
7	31	19	12	SW.	0.15	Snow.
8	30	8	22	N.	.....	
9	14	5	9	N.	.....	
10	5	15	20	N.	0.05	Snow.
11	14	20	34	N.	.....	
12	20	1	19	S.	.....	
13	21	4	17	S.	.....	
14	25	0	25	S.	.....	
15	34	17	17	S.	.....	
16	28	12	16	N.	.....	
17	19	4	15	SE.	0.41	Snow.
18	19	0	19	N.	.....	
19	15	17	32	N.	0.31	Snow.
20	—1	22	21	N.	.....	
21	6	24	30	N.	.....	
22	16	15	31	N.	.....	
23	29	6	35	S.	.....	
24	32	12	20	S.	.....	
25	36	14	22	S.	.....	
26	33	16	17	S.	.....	
27	33	17	16	S.	0.20	Snow.
28	41	26	15	S.	.....	
Total	644	37	607	.....	1.12	
Mean	23.00	1.32	21.68	S.	.....	

Maximum, 41, 28th instant; minimum, —24, 21st instant; mean, 12.41; total precipitation, 1.12; prevailing winds, south; depth of snow fall, 11.25 inches.

MARCH, 1894.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	35	22	13	S.	.....	
2	41	24	17	S.	0.07	Snow.
3	39	26	13	S.	0.13	Snow.
4	30	12	18	N.	0.20	Snow.
5	20	5	15	N.	.....	
6	28	15	13	N.	.....	
7	24	13	11	S.	.....	
8	30	11	19	S.	0.50	Snow.
9	29	23	6	S.	0.35	Snow.
10	25	10	15	N.	.....	
11	32	18	14	E.	.....	
12	44	30	14	E.	.....	
13	43	32	11	S.	.....	
14	36	31	5	S.	0.20	Snow.
15	42	30	12	S.	.....	
16	44	30	14	S.	0.05.	Rain.
17	31	22	9	S.	.....	
18	32	15	17	N.	.....	
19	31	23	8	N.	.....	
20	25	12	13	N.	.....	
21	19	8	11	N.	.....	
22	40	5	45	S.	.....	
23	44	16	28	S.	.....	
24	38	14	24	S.	0.29	Snow.
25	36	15	21	N.	.....	
26	47	22	25	S.	0.34	Snow.
27	41	22	19	N.	.....	
28	48	8	40	S.	.....	
29	47	37	10	S.	0.11	Snow.
30	41	31	10	S.	0.06	Snow.
31	39	12	27	S.	.....	
Total	1,101	584	517	.....	2.30	
Mean	35.52	18.84	16.68	S.	.....	

Maximum, 48, 28th instant; minimum, —5, 22d instant; mean, 27.18; total precipitation, 2.30; prevailing winds, south; depth of snow fall, 22.05 inches.

APRIL, 1894.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	47	31	16	S.	.....	
2	44	34	10	N.	0.69	Snow and rain.
3	32	20	12	N.	.....	
4	38	8	30	S.	.....	
5	46	18	26	S.	.....	
6	52	32	20	S.	.....	
7	48	30	18	N.	0.14	Sleet.
8	35	12	23	S.	.....	
9	42	21	21	S.	.....	
10	55	29	26	S.	.....	
11	51	30	21	N.	0.72	Snow.
12	42	18	24	N.	.....	
13	46	26	20	S.	.....	
14	45	29	16	S.	.....	
15	44	27	17	S.	0.05	Snow.
16	41	25	16	N.	0.02	Snow.
17	42	21	21	N.	.....	
18	40	28	12	N.	.....	
19	54	22	32	N.	.....	
20	63	30	33	S.	.....	
21	64	32	32	S.	.....	
22	55	38	17	S.	0.21	Rain.
23	52	37	15	S.	.....	
24	50	36	14	W.	.....	
25	65	29	36	SW.	.....	
26	66	33	33	S.	0.04	Snow and rain.
27	51	28	23	N.	.....	
28	46	32	14	N.	.....	
29	55	27	28	NW.	.....	
30	52	29	23	S.	.....	
Total	1,463	812	651	.....	1.87	
Mean	48.76	27.06	21.70	S.	.....	

Maximum, 66, 26th instant; minimum, 8, 4th instant; mean, 38.86; total precipitation, 1.87; prevailing winds, south; depth of snow fall, 5.60 inches.

MAY, 1894.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	46	28	18	N.	0.78	Snow and rain.
2	46	22	24	N.	0.06	Rain.
3	47	25	22	SW.	.....	
4	46	36	10	E.	.....	
5	52	37	15	E.	0.32	Rain.
6	60	38	22	S.	.....	
7	61	33	28	S.	.....	
8	62	40	22	S.	.....	
9	56	25	31	W.	.....	
10	57	21	36	SW.	.....	
11	67	38	29	S.	.....	
12	69	39	30	S.	0.02	Rain.
13	72	45	27	S.	.....	
14	71	41	30	S.	.....	
15	65	36	29	N.	0.15	Rain.
16	45	31	14	NE.	0.45	Snow and rain.
17	56	33	23	NE.	.....	
18	72	32	40	W.	.....	
19	70	42	28	S.	.....	
20	71	36	35	S.	.....	
21	66	38	28	S.	0.35	Rain.
22	55	39	16	E.	0.10	Rain.
23	68	39	29	S.	.....	
24	71	38	33	S.	.....	
25	75	37	38	W.	.....	
26	73	38	35	S.	.....	
27	76	43	33	NW.	.....	
28	78	40	38	S.	.....	
29	76	39	37	S.	.....	
30	76	43	33	E.	.....	
31	71	43	28	SE.	0.03	
Total	1,976	1,115	861	.....	2.26	
Mean	63.74	35.97	27.77	S.	.....	

Maximum, 78, 28th instant; minimum, 21, 10th instant; monthly mean, 49.86; total precipitation, 2 26; prevailing winds, south.

JUNE, 1894.

Date.	Maximum.	Minimum.	Range.	Winds.	Precipitation.	Remarks.
1	74	48	26	W.	.....	
2	76	62	14	W.	0.05	Rain.
3	82	73	9	W.	0.01	Rain.
4	80	50	30	W.	.....	
5	85	54	31	SE.	.....	
6	79	53	26	SE.	0.16	Rain.
7	63	53	10	S.	0.60	Rain and hail.
8	51	46	5	SW.	.....	
9	54	46	8	NW.	.....	
10	44	40	4	N.	0.65	Rain and snow.
11	58	47	11	N.	0.11	Rain and snow.
12	57	46	11	N.	0.24	Rain and snow.
13	51	42	9	N.	0.23	Rain, hail, and snow.
14	59	43	16	S.	.....	
15	70	49	21	NW.	.....	
16	75	49	26	S.	0.03	Rain.
17	75	49	26	S.	0.02	Rain and hail.
18	72	48	24	S.	.....	Slight storms.
19	61	50	11	N.	0.28	Rain.
20	60	52	8	N.	0.05	Rain and hail.
21	67	48	19	S.	0.03	Rain.
22	68	47	21	SW.	0.07	Rain and hail.
23	62	52	10	W.	0.05	Rain.
24	70	53	17	S.	0.02	Rain and hail.
25	73	48	23	S.	0.04	Rain.
26	61	50	11	S.	0.05	Rain.
27	60	50	10	SW.	0.02	Rain.
28	60	53	7	S.	0.05	Rain.
29	70	50	20	S.	0.22	Rain.
30	67	50	17	S.	0.12	Rain and hail.
Total	1,984	1,501	483	.....	3.10	
Mean	66.13	50.03	16.10	S.	.....	

Maximum, 85, 5th instant; minimum, 42, 13th instant; mean temperature for the month, 58.08; total precipitation, 3.10 inches; prevailing winds, south.

Observed eruptions of geysers at Upper Basin, Yellowstone National Park.

JUNE, 1891.

		Beehive.	Castle.	Giant.	Giantess.	Grand.	Lion.	Riverside.	Splendid.
1	A. M								
	P. M								
2	A. M								
	P. M								
3	A. M								
	P. M								
4	A. M								
	P. M								
5	A. M								
	P. M								
6	A. M								
	P. M								
7	A. M								
	P. M								
8	A. M								
	P. M		3.30						
9	A. M								
	P. M								
10	A. M	9.30							
	P. M				4.30				
11	A. M								
	P. M	3.00				12.45			
12	A. M		11.55						
	P. M								
13	A. M		7.00						
	P. M						12.13		
14	A. M								
	P. M								
15	A. M		6.00						
	P. M								
16	A. M								
	P. M		6.05						
17	A. M					8.45			
	P. M		10.25						
18	A. M			11.35					
	P. M		5.35						
19	A. M								
	P. M		10.30						
20	A. M								
	P. M							2.55	
21	A. M		7.05						11.55
	P. M	2.35							
22	A. M								
	P. M								
23	A. M								8.05, 10.35, 11.55
	P. M								1.05, 3.25, 5.55
24	A. M					11.30			
	P. M	12.05	10.25						
25	A. M			11.05					
	P. M	12.08							
26	A. M		3.30						
	P. M	3.40							
27	A. M								
	P. M		10.25						
28	A. M		3.35				8.45, 10.05, 11.45		
	P. M	1.25					2.05, 5.10		
29	A. M								7.05, 10.35
	P. M		2.15			3.15			1.05, 4.25
30	A. M								
	P. M	3.45	4.35						

Observed eruptions of geysers at Upper Basin, Yellowstone National Park—Continued.

JULY, 1891.

		Beehive.	Castle.	Giant.	Grand.	Splendid.
1	A. M.					
	P. M.	5.30	6.30			
2	A. M.					
	P. M.	2.45			1.05	
3	A. M.					8.30
	P. M.	1.30	2.15			
4	A. M.	11.30	8.30		11.40	
	P. M.					
5	A. M.					
	P. M.	1.45	12.40	12.45		
6	A. M.					7.10
	P. M.	3.00				
7	A. M.					
	P. M.	1.05	7.30			
8	A. M.				6.30	7.25, 10.15
	P. M.		12.25			12.30
9	A. M.					
	P. M.		5.25			
10	A. M.					
	P. M.		5.05			
11	A. M.				5.05	
	P. M.					
12	A. M.					
	P. M.					
13	A. M.					
	P. M.		8.05			
14	A. M.		10.10			
	P. M.					9.20, 10.20
15	A. M.		9.00			
	P. M.					4.10, 7.10
16	A. M.					8.20, 10.20
	P. M.	1.05	2.30			12.05
17	A. M.					
	P. M.	3.25	6.05			
18	A. M.				4.25	7.15, 9.00, 11.30
	P. M.	5.30				2.40, 5.45
19	A. M.	9.05				
	P. M.					5.15
20	A. M.		10.15			7.05
	P. M.	1.05				1.45, 8.10
21	A. M.		10.05		6.30	
	P. M.	2.15				
22	A. M.					10.00
	P. M.	2.30	2.00			4.10, 7.30
23	A. M.					7.00
	P. M.	1.15			12.45	
24	A. M.			6.05		
	P. M.	2.10				6.15
25	A. M.		8.30			9.00
	P. M.	3.15				12.30, 3.00, 5.10
26	A. M.					
	P. M.	3.20	1.45			
27	A. M.					
	P. M.		2.10			3.15
28	A. M.					7.30
	P. M.	12.15	1.45			12.05, 2.15
29	A. M.					
	P. M.	12.45	3.15			
30	A. M.			5.55		
	P. M.	3.00				1.00, 4.15, 7.00
31	A. M.					
	P. M.	3.20				

Observed eruptions of geysers at Upper Basin, Yellowstone National Park—Continued.

JULY, 1893.

		Artemisia.	Beehive.	Castle.	Giant.	Giantess.	Grand.	Oblong.	Splendid.
1	A. M.		6.10	11.55	9.30			9.30	
	P. M.		11.00					3.30	
2	A. M.		6.00						
	P. M.			3.15					
3	A. M.								
	P. M.			5.20					
4	A. M.			6.00					
	P. M.								
5	A. M.			9.05			6.10		
	P. M.							2.20	
6	A. M.						10.00	9.10	5.10, 8.3[illegible]
									10.00, 11.6
	P. M.			1.30					1.15, 6.2[illegible]
7	A. M.								
	P. M.			7.00					
8	A. M.				11.00		11.05		
	P. M.	1.30		2.05				2.30	
9	A. M.								
	P. M.								
10	A. M.			5.00				10.05	
	P. M.							1.00	
11	A. M.			4.00					
	P. M.								
12	A. M.								
	P. M.			9.30					
13	A. M.								
	P. M.			6.00					
14	A. M.	9.00			3.15				
	P. M.			7.05					
15	A. M.						10.00	9.00	
	P. M.			7.35					
16	A. M.								
	P. M.								
17	A. M.		6.00	9.30			9.30		
	P. M.		1.20, 10.00			6.30		4.00	
18	A. M.								
	P. M.			1.00					
19	A. M.								
	P. M.			7.00					
20	A. M.								
	P. M.			12.05					
21	A. M.								
	P. M.			3.25				6.05	
22	A. M.			5.20	7.05				
	P. M.								
23	A. M.	10.30							
	P. M.								
24	A. M.			11.30					
	P. M.								
25	A. M.						7.00		
	P. M.							2.30	
26	A. M.			11.00					
	P. M.								
27	A. M.							10.00	
	P. M.			1.00					
28	A. M.								
	P. M.								
29	A. M.						6.00		
	P. M.							6.05	
30	A. M.							10.05	
	P. M.			1.15					
31	A. M.			8.00			9.30	6.00	
	P. M.								

Observed eruptions of geysers at Upper Basin, Yellowstone National Park—Continued.

AUGUST, 1893.

		Artemisia.	Beehive.	Castle.	Giant.	Giantess.	Grand.	Oblong.	Splendid.
1	A. M		8.30					8.00	
	P. M			9.05	12.05		9.00		
2	A. M							11.40	
	P. M								
3	A. M			7.20			7.20	8.10	
	P. M							3.20	
4	A. M			9.30			9.30	10.00	
	P. M	5.00							
5	A. M			6.20			6.20	7.30	
	P. M							2.30	
6	A. M							11.00	
	P. M			4.20			4.20		
7	A. M							6.20	
	P. M							2.15	
8	A. M			6.10			6.10		
	P. M			3.20, 11.30	11.30		3.20		
9	A. M							6.20	
	P. M		2.10					3.10	
10	A. M	8.00		11.20			11.20	8.00, 11.30	
	P. M							3.00	
11	A. M							10.00	
	P. M			2.00			2.00		
12	A. M							6.00	
	P. M		3.15						
13	A. M							7.30	
	P. M		3.00	8.00			8.00	6.00	
14	A. M							9.00	
	P. M	5.25						5.55	
15	A. M						8.10		
	P. M			8.10				4.05	
16	A. M							11.58	
	P. M								
17	A. M			7.30			7.10	6.30	
	P. M			6.00	9.00		6.30	3.45	
18	A. M	9.05		4.30			7.00	7.00	
	P. M						6.00		
19	A. M			10.00			8.00	3.00	
	P. M	5.40						8.00	
20	A. M							7.00	
	P. M			4.00			7.05		
21	A. M							9.05	
	P. M			9.20				5.30	
22	A. M						8.00	6.30	
	P. M	3.00	2.20				7.00	3.50	
23	A. M			2.30					
	P. M			10.00			7.05	3.00	
24	A. M						8.00	6.55	
	P. M							5.00	
25	A. M	8.05		9.00				8.00	7.00, 9.15, 11.20.
	P. M		2.30		8.00			1.00, 3.20	3.45
26	A. M			3.00		8.00	7.10	6.00	
	P. M						3.15	3.00	
27	A. M								
	P. M		1.40					6.00	
28	A. M		11.30				8.00	7.00	
	P. M	6.25		12.30			7.00	5.30	
29	A. M			5.20			9.10	8.00	
	P. M								
30	A. M	10.32			11.45		7.20		
	P. M						8.00	3.45	
31	A. M			8.30				7.00	
	P. M						6.00	5.30	

Observed eruptions of geysers at Upper Basin, Yellowstone National Park—Continue

SEPTEMBER, 1893.

		Artemisia.	Beehive.	Castle.	Giant.	Giantess.	Grand.	Oblong.	Splendi
1	A. M								
	P. M			12.15				6.45	
2	A. M						7.30	7.30	
	P. M	5.30		2.00			6.00	3.00	
3	A. M			7.30			10.00	10.00	
	P. M						7.00		
4	A. M			5.55			6.00	7.00, 11.00	
	P. M	6.00						6.00	
5	A. M							6.00, 11.30	
	P. M			1.58	11.45			3.00	
6	A. M			5.00				6.00	3.00, 1
	P. M	6.30					7.00	4.00	12.15, 5.10, 9.00,
7	A. M						8.00	8.10	11.3
	P. M	7.00	7.20				6.00	4.00	
8	A. M						10.00	6.00	
	P. M	6.10		1.10				1.30, 7.30	
9	A. M			6.20			7.00	8.00	
	P. M	5.30					4.00	4.00	
10	A. M						8.10	8.00	
	P. M	4.20		2.05			6.30	3.10, 9.15	
11	A. M			7.25			8.00	7.45	
	P. M							5.00	
12	A. M			1.30				6.10, 11.10	
	P. M		2.00				6.00	5.20	
13	A. M			8.15				8.00	
	P. M	6.15					2.10	6.15	
14	A. M						8.15	8.45	
	P. M		2.25		8.30		7.10	2.40	
15	A. M			6.10			9.00	7.15	
	P. M	5.10						3.45	
16	A. M			11.30				7.30	
	P. M						7.15	6.10	
17	A. M			5.10			9.30	8.00	
	P. M	6.30					5.30	7.00	
18	A. M						8.10	8.10	
	P. M			12.52		5.10		3.15	
19	A. M		2.15						
	P. M	4.20	1.10	1.15			7.45	3.10	
20	A. M						8.15	6.00	
	P. M	5.00	3.30, 9.20	11.30			7.10	2.00, 9.15	
21	A. M						7.30	5.00, 11.20	
	P. M	6.30			9.25		5.15	6.10	
22	A. M			7.50			7.50	7.30	
	P. M	3.05						5.10	
23	A. M	10.00		4.00			6.00	8.00	
	P. M						5.00	5.00	
24	A. M			11.00				7.00	
	P. M	5.04					12.40	4.20	
25	A. M						9.00	6.00, 11.30	
	P. M			4.50				7.00	
26	A. M						6.30	7.10	
	P. M	4.20		11.45			5.00	5.15	
27	A. M								
	P. M			9.20			2.45		
28	A. M	6.15		10.30	9.15		7.10	9.00	
	P. M						5.00	6.30	
29	A. M						8.10	7.15	
	P. M	7.05					6.20	1.15, 6.30	
30	A. M			2.40			8.45	7.10	
	P. M							3.45	

REPORT

OF THE

ACTING SUPERINTENDENT OF THE YOSEMITE NATIONAL PARK.

CAMP A. E. WOOD,
Near Wawona, Cal., August 28, 1894.

SIR: I have the honor to report as follows on the management of the Yosemite National Park for the fiscal year ending June 30, 1894:

The unfortunate death last April of Capt. A. E. Wood, Fourth Cavalry, my predecessor as acting superintendent of the park, deprived the Army of a gallant and valuable officer and threw the management of the park into inexperienced hands. With one exception, not an officer or man of my command had ever been within the boundaries, and in consequence the early days of my stay here had to be consumed in a reconnaissance of the ground and endeavors to familiarize the members of the command with the roads and trails to be followed.

The command reached Wawona on May 25, and immediately after the receipt of rations I began sending out detachments for the above purpose.

Capt. Wood's methods appeared so rational and effective that I have, as far as practicable, endeavored to follow them out in every particular.

Up to June 30 no depredations of any consequence had been committed. The highlands were still covered with snow, rendering their occupancy by sheep impracticable, and with the exception of one band in the northwestern portion of the park on patented land, I failed to learn of the presence of any. The cattle-owners in the western portion of the park drove their herds in early and, as noticed in previous reports, were not over particular about placing them within inclosures or keeping them on their own land. A large number of loose animals were driven out by my patrols. In this connection it is well to note that the homesteads occupied by a large portion of these people are surrounded very generally by land not the property of the Government, but taken up by private parties, most frequently under the timber laws. This land is undoubtedly private property and I have grave doubts as to the authority for troops to interfere with any stock which may be found at large therein. The owners have generally acquired this land merely for speculative purposes and are known only by name, the majority of them having been in the park solely for the purpose of location, and paying little or no further attention to the land. These lands have no marked boundaries and it is impracticable for a patrol to locate their corners in the short time it has at its disposal.

These circumstances make it most embarrassing for detachments as, although stock may be found outside of the owner's land, it is frequently highly probable that it is not on that of the Government.

The only way that this embarrassment can be avoided is to require that all patented land within the park limits shall be fenced, or else for

the Government to acquire as soon as possible all land not under fence. The first proposition is impracticable. The latter would leave nothing within the park boundaries without a custodian, or at least signs of improvements which would be useful as a guide to troops.

It is respectfully recommended that all land within the limits of the park, taken up and patented under the timber laws, be repurchased by the Government at a fair valuation and that homestead owners be required to fence their lands and keep their fences in repair.

The price paid for timber land should not exceed the original cost, with legal interest on the investment, increased by the taxes paid on the land since its acquisition. In cases where timber has been cut from the land this price should be diminished in each case by the estimated value of such timber when standing. I think that a majority of owners of timber land within the park limits would be more than willing to part with their property under such terms, as it is evidently at present a very poor investment. Conversation with representative men in the vicinity confirms me in these views.

The patented land within the park boundaries, taken up under the homestead laws, presents a different aspect. Some of it is occupied only during the summer months, the only use of the land being for grazing purposes. The stock have to be withdrawn in the fall, as the country affords them no winter feed, and it is more economical to winter them in the lower altitudes, where they require less forage.

Land of this class should be condemned as grazing land only, as its value is not that of land where stock can be subsisted the year round.

Another class of homestead property is that continuously occupied. This land contains more improvements than the other and some of it has been occupied continuously for over twenty years. It would be a hardship to the holders of land of this character to acquire their land under the same conditions as the other.

There are a number of cases of this class, where it would be a benefit to the Government for the land to remain in private hands, as thereby facilities are given to tourists and camping parties which they could not otherwise obtain, but in the large majority of cases it is undoubtedly wisest to acquire the lands as soon as possible. It is suggested in the acquisition of homestead lands that a board of appraisal be appointed to fix the value of each parcel, and that with the exceptions above noted they be purchased by the Government.

As stated in previous reports, this can never be done so cheaply as at present, and as it is good public policy to preserve the timber in these forests and keep the forests themselves in a state as near that of nature as possible, for the benefit of those who come after us, it is evident that there should be no divided ownership in the land. The use of these lands for grazing purposes is productive of a great deal of evil. Cattle and horses do comparatively little damage. The chief objection to their presence is that the home ranch is almost invariably on the public road, and, particularly in the case of a cattle ranch, this is unsightly and highly offensive to the ordinary traveler.

The presence of sheep within the park limits is a serious menace, and should be positively forbidden under all circumstances. Reasons for this statement have been often repeated. Under present circumstances these matters can not be regulated, and it will not be possible to so regulate them so long as private ownership of land within the park limits is permitted.

I can not too strongly recommend the passage of laws for the government of the park, containing provisions for their enforcement and pro-

viding distinct penalties for their violation. The rules, as promulgated, are virtually a dead letter. It is well known that they can be enforced only by the ejection of the offender, and many prefer to take their chances of detection and ejectment to complying with the regulations.

Capt. Wood, in his last report, made recommendations on this matter, which, I respectfully urge, should be carried out at as early a date as practicable. It is understood that such laws are in force in the Yellowstone Park, and that they are productive of great good in the management of the same.

The game in the park limits is on the increase, and with proper protection this will form a game preserve finer than any in the Sierras. The park is situated in various counties, each having its own game laws, and it is presumed that, under the State and county ordinances, prosecution may lie in the courts for their infringement. In the open season, however, there is, as above stated in the case of other trespass, no punishment but that of ejectment.

Quail are decidedly on the increase, grouse may be heard drumming in the woods, and signs of deer are frequent. Bears, panthers, and coyotes are not rare in certain portions of the park and are quite useful coadjutors in maneuvering against the trespassing sheep herder. They are in some cases very bold, a pair of panthers having their den within a very short distance from my camp and making their presence known in various ways.

In some of the streams trout are very plentiful, and large numbers have been transplanted in the past. This has been done with the aid of the fish commissioners of the State of California, who have desired my cooperation in the matter and have been promised whatever assistance I can lend them.

From conversation with the old-timers here it would seem that no fish were indigenous to these streams, but that they have all been imported. If such is the case pleasing results may be anticipated from the work now going on, as some of the streams are teeming with fish. It is a satisfaction also to know that ordinarily it takes a skillful angler to catch a string of fish in these streams, and that consequently there is no probability of their being depleted.

There have been no forest fires of any magnitude within the park during the fiscal year. Examination of this subject leads me to believe that the absolute prevention of fires in these mountains will eventually lead to disastrous results. There is a continual dropping from the coniferous trees, which, in the course of a year, forms a carpet of inconsiderable thickness. This burns easily, with little heat, and does practically little damage. This fire also destroys, or partially destroys, the fallen timber which it touches, and leaves the ground clean and ready for the next year's growth. It is believed that enough young trees will escape annual fires to replace the others as they reach old age and fall, and it is not thought that the slight heat of the annual fires will appreciably affect the growth or life of well-grown trees.

On the other hand, if the years' droppings are allowed to accumulate they will increase until the resulting heat, when they do burn, will destroy everything before it. The climate of these mountains is not conducive to quick decay, and a ten years' accumulation of dead vegetation represents a vast amount of kindling and solid fuel, which will, when ignited, convert the forest into a roaring furnace. It is not to be doubted that some time, in spite of all precautions and years of immunity, extensive fires will be kindled, and if we have spent the preceding years in accumulating fuel we must expect disastrous results. This is

the view of the matter held by the sheepmen, who are responsible for a large percentage of forest fires, but they include in their programme the previous destruction of every living thing in the forest within reach of a sheep's teeth. I will, however, do them the justice to say that they do not kindle all the fires, and that, on the whole, it is a marvel that forest fires are so infrequent. It is a well-known fact that the Indians burned the forests annually.

My predecessor has twice recommended a reduction of the area of this park, thereby throwing out a large proportion of the mining and agricultural land now within its boundaries, and also adopting natural lines instead of the artificial ones which now obtain. This seems very desirable. A large extent of territory is now included in the reserve which is of practically no value to the sight-seer, nor does it appear to be useful as a conservator of the water supply. These remarks refer principally to the tract north of the Tuolumne River. There are also sections which are valuable as agricultural and mineral lands, which are virtually useless for park purposes—notably in the southeast and southwest corners.

The reduction recommended in the annual report of the acting superintendent for the fiscal year ending June 30, 1892, appears in the main to be excellent, and were it carried out the cost to the Government of reassuming title to the lands included in the new boundaries would be greatly diminished. These boundaries, except in the west, are along natural lines, and the constant excuse now offered by trespassers could not obtain, and the ease of policing would render the service far more effective.

The location of a western boundary is not a perfectly easy matter, inasmuch as it can not be done on natural lines. It is desirable that this shall be a straight line and as short as possible. Circumstances here also place it as far to the east as may be, in order to obviate the necessity of the purchase of too much patented land in the west end of the present park. I would, therefore, recommend the western boundary be the township line between townships 19 and 20, extending from the South Fork of the Merced, north to the Tuolumne. There is an offset in this line between township 1 south and township 2 south due to a failure of the township lines to register, an apparent fault in the survey. This need not be considered, but the boundary may be run on either line at pleasure. This line should be carefully run, and permanently marked by felling of trees and blazing, and an appropriation should be made for the purpose as early as possible.

The suggested reduction of the park limits would throw open to the public about twenty-one townships, rejecting most of the land now under private ownership, and, by the expenditure of a comparatively small amount, would place the entire ownership of the park in the hands of the Government.

This, with the passage of proper laws for the enforcement of the park regulations, would place the management of the park on a substantial footing, and relieve the acting superintendent from the embarrassment he at present suffers in the police of the park.

Very respectfully, your obedient servant,

G. H. G. GALE,
Captain Fourth Cavalry,
Acting Superintendent Yosemite National Park.

The SECRETARY OF THE INTERIOR.

REPORT

OF THE

ACTING SUPERINTENDENT OF THE SEQUOIA AND GENERAL GRANT NATIONAL PARKS.

CAMP AT MINERAL KING,
Tulare County, Cal., July 18, 1894.

SIR: I have the honor to make the following report on the operations at the General Grant and Sequoia National parks from the date of the last report up to the present date.

On August 20, 1893, the command, Troop B, Fourth Cavalry, was disposed as follows: Main camp at Mineral King. Detachment under First Lieut. Dean at Hockett's Meadows in southern district. Detachment under Second Lieut Rutherford at Halstead Meadows, in northern district. Detachment under Sergt. Wilson at General Grant Park. Constant patrolling and scouting of the contiguous country went on from each of these camps. From the main camp trains of supplies constantly visited the minor camps, and patrolling detachments were dispatched to the middle district near Atwells Mill.

On August 25 with a small detail I started for the Kern River country, lying east of the park. I was absent four days, long enough to get a general idea of this country. It can be reached only by trail and from three directions. First, from Mineral King, the distance to Kern River being about 30 miles. Second, from the direction of Bakersfield from the south. Third, by the Inyo County trail, which comes in from the plains east of the Sierra Nevada. The country generally is a high tableland, broken by deep valleys with very precipitous sides. It is covered with timber of inferior quality. It is so isolated that there are few or no permanent settlers, the district being abandoned on the approach of winter. For years the Kern River country has been a sheep range, and enormous numbers of sheep are driven there annually. As a consequence the country is entirely denuded of grass and bushes and presents a barren, uninviting aspect. But this is not all the damage the sheep have done. The soil, being denuded of grass, is broken up by thousands of sheep tracks, and when the rains come this loose soil is washed down the mountain sides into the valleys, covering up the swamps and meadows, destroying these natural reservoirs.

Through this country, from north to south, runs the Kern River, a large, deep, swift, picturesque stream, bordered by enormous cliffs averaging 2,000 or 3,000 feet in height. I think it is likely that with the exception of some streams in Alaska, this is the finest trout stream on the continent. The fish are of large size and bite greedily, and when hooked fight for liberty with extraordinary gameness. A large

proportionate number of the fish caught by the average fisherman in this stream are over 1½ pounds in weight and trout of 3 pounds in weight are not uncommon. I camped alongside of a party of 5 fishermen who showed me a lot of 300 pounds of dried trout, which they had caught in a few days fishing. At Mount Whitney, a mountain of easy ascent, a magnificent view of the country is had. In this neighborhood, too, is Whitney Creek, in which are found beautiful golden trout. These attractions bring into the country every summer a large number of visitors who, however, are usually compelled to leave earlier than is convenient on account of the lack of grass for their horses, the sheep having made the country a desert.

It was partly for this reason that I recommended in my annual report of 1893 that this country be included in the Sequoia Park. I found the sentiment of the people almost universal in favor of this measure.

A few years of protection and this barren district will assume a different aspect. Annexation will not prejudice the rights of anyone to speak of, almost the only interests in that country being sheep grazing on Government land.

On September 18, through the kindness of the Sportsman's Club of Visalia, and the California State fish commission, I succeeded in obtaining 20,000 young trout, which I transported in cans on pack mules to the streams in the northern part of the park, distributing them as follows:

Marble Fork	4,000
Suwanee River	2,000
Halstead Creek	2,000
Clover Creek	2,000
Horse Creek	2,000
Other places	6,000

Most of these streams, though suitable for trout, contained no fish.

On September 22 I had 700 mature fish taken from streams near Hockett's Meadows, and 500 placed in Cliff Canyon Creek, 150 in Horse Creek in the south district, and 50 in south branch of South Fork, these streams having no fish.

On September 1, 1893, the troop moved back to Three Rivers.

About October 1 the outlying detachments were withdrawn to the camp near Three Rivers, the cold making it a hardship to leave them on the mountains, and the sheep and cattle having mostly disappeared from the vicinity of the park. Scouting detachments, however, were sent out constantly from that date until the troop left the park.

October 20 the troop started on return march to the Presidio, reaching there November 5.

On June 15, 1894, the troop, consisting of Capt. Parker, Lieuts. Dean and Rutherford, and 52 men, arrived at the old camp near Three Rivers.

Detached camps were established June 17, at Halstead Meadows (Lieut. Rutherford and 9 men); June 18, at Hockett's Meadows (Sergt. Cooper and 5 men); June 22, at Grant Park (Sergt. Wilson and 3 men), and June 23, at Mineral King (Corp. Simon and 2 men).

The work of supplying the detachments with forage for the whole summer was entered upon at once, as it was necessary to complete this distribution before the troop could move from Three Rivers.

The season had been exceptionally early. Taking advantage of the lack of snow and the absence of the troops, sheep had entered the northern part of the park in considerable numbers. Being overtaken by a late snowstorm there a large number of sheep had perished, and their carcasses were found lying about to the number of 300 or more.

Sheep had also been in Grant Park. In neither case, however, had their stay been prolonged enough to do any apparent damage.

In the hope of capturing some of these sheepmen the park was vigorously scouted, but they had all retired before the arrival of the troops.

THE FOREST RESERVATION.

About July 1, I received from the Secretary of the Interior 100 copies of a notice warning trespassers off the forest reserve, which is a strip of country extending from the Yosemite Valley to near Bakersfield and taking in most of the Sierra Mountain country not already included in parks and reservations. These notices, in accordance with the Secretary's request, were posted on the reserve lands contiguous to the park. On July 2 I made a trip of 70 miles to the Kern River lakes, for the purpose of posting notices in that country. It was found that the country in that vicinity was regularly eaten up by sheep. In spite of the fact that the Secretary's proclamation had been issued as far back as April 14, there were more sheep men (by all reports) in that country than ever before, and the country was absolutely denuded of bushes or grass, giving it, if it were not for the great pine trees beyond the reach of the sheep, the appearance of a desert. This process has been going on for years, each year more sheep being driven on this land, and the consequence is the country is thoroughly exhausted, and the sheep men, even if undisturbed, will reap the consequences of their own greed by the lack of feed for their sheep. Tourists and travelers suffer correspondingly, if not altogether deterred from entering the country by the lack of feed for their horses.

I posted twenty of the notices of the Secretary of the Interior on the way to Kern lakes. On my return I found more than half of these notices had been torn down, evidently by sheep men.

While the Secretary of the Interior has forbidden the entrance of either sheep or cattle into the forest reservation, it is apparent that it is the sheep and not the cattle that are ruining the country. The few small herds of cattle now on the reserve are owned by small farmers occupying farms on the San Joaquin side of the mountains. Many of these farmers have small ranges back in the mountains, where they drive their cattle in the late spring to remain until the early fall. As far as I have been able to see, this has not resulted in much more injury to the forest than if the animals, instead of cattle, were deer or other wild beasts. With the sheep, however, it is different. A herd of 5,000 sheep will in a month so devour and consume, tread down and destroy the grass and bushes on a section of two or three square miles that it will be almost entirely denuded of sustenance, and parts of it will not recover their growth for two or three years, perhaps never.

As soon as the sheep have exhausted one section, they are moved on to another. Large numbers of these sheep men are foreigners—Portuguese, Basques, and Frenchmen—paying no taxes and having no settled places of residence. Their herds are forever on the move, forever wandering about the country. During the winter they manage to subsist their herds on the stubble fields in the San Joaquin plains. In the summer their herds despoil and destroy the national domain. When these foreigners have accumulated a few hundred dollars at our expense, they return to their own country. An invincible enmity exists between them and the cattle men, who, with their rights to their range, confirmed by long use and custom, oppose the advance of the all-devour-

ing sheep. The cattle men have the support and sympathy of the community in general, while the sheep men, as a rule, have not. The exclusion of both cattle and sheep would be opposed by the united endeavors of both cattle and sheep men. But if the authorities will, as they have many good reasons for doing, suspend the regulation as far as the pasturing of cattle on the Forest Reserve is concerned, and enforce it against the sheep, the measure would be a popular one, generally speaking, and the agents of the law would have the active support, not only of the cattle men, but of the hundreds of people who frequent these remote mountains for hunting and fishing, and who at present can find barely grass enough to keep their horses from starving.

With these qualifications, however, no time should be lost in enforcing these regulations by the arrest of the trespassers, who are now openly defying them.

The policy of the Department in setting aside the reserve is, in my opinion, a most wise and beneficial one. For years the sheep industry of California has made use of these ranges. The sheep have been increasing in numbers. The ranges have been decreasing, as a result of the extortionate demands made upon them. The result is, that now the forest reserve does not afford enough food for the flocks occupying it. The underbrush has been swept away, and the grass on the side hills. During rainfalls the water, with the exception of a small quantity that lodges in the trees, rushes down the denuded sides of the hills, producing freshets, and in a few hours the country is as devoid of moisture as before. As in the absence of other feed the sheep now crowd around the meadows, these are being filled up, thus destroying the natural storage reservoirs that are found always at the heads of running streams. The snow no longer lingers late in the forest; on the warm, bare sand it melts rapidly early in spring. The rivers and the irrigation ditches in the plains below are thus beginning to fail the farmers. This is particularly the case during the present season.

This policy, then, is a most wise one. It will regenerate the country. Rid the country of sheep for a few years and a marvelous change will be seen. The sides of the mountains, now bare and gravelly, will be covered with grasses, and in place of the patches of dry sticks, which show where the undergrowth once existed, will be found heavy thickets of snow brush, white sage brush, deer brush, currant and gooseberry bushes, cherry, willow, alder, and other small trees and bushes, protecting the snow and retarding the now too rapid drainage of the slopes. Four or five years will go far toward accomplishing this result. This country is now so inaccessible, high, and remote from roads that few or no settlers have entered it. It should be held until the demands of settlements justify its gradual opening under proper regulations. As for the sheep industry, it is bound to suffer. The country is overstocked and the mountains are exhausted. The sheep industry of California should be conducted honestly, as in other States, and not by the wholesale destruction of the public domain.

THE GIANT FOREST ROAD.

The condition of this road still deteriorates, and in a few years it will be difficult to get a pack animal over it. It was built by the Kaweah colony as a means of access to the Giant Forest country, with the intent to take up lands there and saw the timber. This scheme was frustrated by the formation of the park. The setting aside of the park ruined the

colony collectively and individually. A few of the members remain stranded near Three Rivers. The majority have departed. For the loss of their claims in the forest they can not well be compensated, but for the road, which is a valuable and necessary adjunct to the park, they should be paid. Furthermore, the road should be repaired and extended into the forest. This great natural curiosity should be made accessible. Not being so now, it is seldom or never visited.

I take the liberty of renewing my recommendations of last year on that subject—$5,000 to put the road in good condition, $300 a year for annual repairs, $4,000 for bridges, and $30,000 to extend the road to the Giant Forest.

GAME AND FISH.

I can not state from personal observation that the game in the park has increased. In fact, if anything, there seems to be some decrease. Whether this is due to the encroachments of sheepmen and hunters during the late fall and winter I am unable to state. The park, however, is not suited for a game reserve, for the reason that during the heavy snows of winter the game retires to the lands outside the park in order to escape the severity of the winter.

As detailed already, I have done somewhat toward stocking the many fine streams with fish, and hope more in the same direction will be accomplished this season. If the streams around the Giant Forest are well stocked, that region will become a great place of resort, inviting the sportsman and the lover of the grand in nature.

The California State Fish Commission have promised me 20,000 more fish for this purpose.

GRANTS FOR HOTELS, ETC.

The Giant Forest, by reason of its inaccessible situation, is rarely visited. This is a great pity, for it is a superb natural curiosity. Not only a road should be constructed there, but a grant made in order that one or two hotels may be constructed there. The people of this vicinity very much want a place where the almost unendurable heat of the summer in the San Joaquin Valley may be escaped. They flock in numbers to Mineral King, an abandoned mining town, 60 miles from Visalia, just on the eastern edge of the park. But Mineral King is as cold as the plain is hot. The temperature of the Giant Forest is more equable, and the place is much better suited to the requirements of the people. It would be a great boon to these people if a tract of land in the Giant Forest were allotted for summer campers and for a hotel.

ARTIFICIAL RESERVOIRS.

A number of places exist, particularly in the heights about Halstead Meadows, where by constructing slight dams large storage reservoirs could be made. As one of the primary objects of the park is the insuring of a constant flow in the streams and rivers, it would seem that the construction of such storage reservoirs, in case they do not interfere with the beauty of the park, should be allowed. Complaints are made that the flow of the streams does not in the late summer afford irrigation facilities for all.

GRANT PARK.

Toward the close of the season of last year Grant Park was overrun by cattle. The efforts of the detail in camp then afforded but slight relief, the cattle when driven off invariably returning. This reservation is but 2 miles square, and lies in the immediate neighborhood of several private cattle ranges, hence its liability to invasion. This could be entirely avoided, as stated in my report of 1893, by the construction of a wire fence around the park. Such a fence would cost but $1,600.

TRAILS.

I respectfully renew my recommendations of last year on this subject. Good trails should be constructed, so as to make the different sections of the park accessible. An appropriation of $3,000 is recommended for this purpose.

EXTENSION.

I respectfully renew my recommendations of last year on the subject of extending the park so as to take in that portion of the forest reserve lying east of Sequoia and General Grant parks. This would include a most picturesque and grand portion of the Kings River Canyon, and also the New River country, a section rich in scenic grandeur and beauty, which is visited each year by great numbers of tourists. This extension would make possible the employment of troops, and thus rid the country of sheep, a result which seems impossible at present to hope for in any other way. It would take in the source of the South Fork of the Kings River, of the Kern River, and includes more of the sources of the Kaweah River than does the park as at present laid out. It would simplify the sheep question by interposing to the migrating sheep herds a barrier stretching entirely across the mountain country, thus restricting their operations. It would be hailed with delight by the tourists, fishermen, and sportsmen, who now find this country barren, desolate, and devoid of feed for their riding and pack animals. Such an extension has its precedent in the enlargement of the Yellowstone Park, April 14, 1891, an order of the President including therein a portion of the forest reserve adjoining.

GUARDIANSHIP OF THE PARK IN WINTER.

To protect the park from ravages during the late fall, winter, and early spring a guardian should be appointed. It is plainly inexpedient to station troops here during the winter. But the experience of the last winter shows that the park is liable to invasion when the troops are absent, not only by sheepmen but by professional hunters. If practicable, the guardian should be an officer of the United States, empowered to arrest for infraction of law. As the guardian will occasionally have to deal with tough characters and alone, he should be a man of force, energy, and courage. His duties if thoroughly performed will bring him the ill will and resentment of many citizens. To secure the right man for such a place a good salary should be paid him, say $100 per month.

FIRES.

There have been no forest fires in the park up to date.

SURVEYS, ETC.

The boundaries of the park should be run by a competent surveyor and marked. This has never yet been done, and until it is done trespassers may plead, with reason, in extenuation of their offense, ignorance of the park limits.

OPERATIONS DURING 1894.

The troops arrived at the park and camped at Three Rivers June 15. Present, 4 officers (including 1 medical officer) and 54 men, 1 civilian teamster, and 1 civilian packer. The transportation consisted of 2 four-mule wagons and 16 pack mules.

The outpost at Halstead Meadows for the guarding of the northern district of Sequoia Park, consisting of Lieut. S. McP. Rutherford and nine men, was established June 17. I inclose Lieut. Rutherford's report, dated July 16. His patrols traveled up to that date about 750 miles.

The outpost at Hockett's Meadows to guard the southern district of Sequoia Park was established June 18. It consisted of Sergt. Cooper and five men. I inclose Sergt. Cooper's report, dated July 18. His patrols up to that date had traveled about 900 miles.

The outpost at Grant Park, consisting of Sergt. Wilson and three men, was established June 22. I inclose his report of operations. Lieut. Rutherford, Sergt. Wilson, and Sergt. Cooper have performed their duties in an efficient and praiseworthy manner.

In addition to the patrols reported by these officers, numerous patrols and scouts have been made from the main camp and elsewhere.

RÉSUMÉ OF RECOMMENDATIONS.

In conclusion, I take the liberty of making a résumé of the recommendations in this report in regard to the park.

(1) That $5,000 be appropriated and expended for the repair of the road leading toward the Giant Forest.

(2) That this road be further extended as far as the Giant Forest, and that $30,000 be appropriated for this purpose.

(3) That bridges be built on this route at a cost of $4,000 to prevent interruptions by high water.

(4) That an appropriation be made for the construction of trails through the park.

(5) That a wire fence be put about Grant Park at a cost of $1,600 to keep cattle off this small outlying reservation.

(6) That an annual appropriation of $3,000 be made to keep trails, roads, and bridges in repair.

(7) That the park be extended to include that portion of the forest reserve lying east of the park.

(8) That the boundaries of the park be surveyed and marked.

(9) That the Kaweah road to the Giant Forest be paid for.

(10) That all claims to land within the park be settled.

(11) That a guardian be appointed to take care of the park at times when troops are not present and as a guide while the troops are here.

Orders having been issued transferring me to duty as cavalry instructor at West Point, to commence August 13, this report is sent in at an earlier date than would otherwise be the case.

The grandeur, beauty, and picturesqueness of this place is not without a charm and fascination to the most casual visitor, and thus I experience considerable regret at leaving it, as well as in leaving a post which has been made acceptable by the courteous treatment I have always received from the Department.

I am, sir, very respectfully, your obedient servant,

JAMES PARKER,

Captain Fourth Cavalry, Commanding Troop B,

Acting Superintendent Sequoia and General Grant National Parks.

The SECRETARY OF THE INTERIOR,

Washington, D. C.

CAMP AT HALSTEAD MEADOW,

Sequoia National Park, July 16, 1894.

SIR: I have the honor to submit the following report of the work done by the detachment under my command:

I left the main camp at Carter's ranch near Three Rivers on the afternoon of the 16th of June with a detachment consisting of 2 non-commissioned officers, 7 men, and the pack train, and marched to Ha Ha Falls on the Colony road; distance traveled, 11 miles.

On June 17 I marched to Halstead Meadow and made a permanent camp at the same place that was occupied by the detachment last year; 19 miles.

I found signs of sheep having been in the park about 3 miles south of Halstead Meadow and a later investigation showed that they had been grazing over very nearly all of the two northern townships. I judged from the vegetation that they had left a month previous to my arrival.

On June 18 I sent a detachment to patrol the park in the vicinity of Cabin Meadow, going by way of Halfway Meadow. Sergt. Farrell reported that sheep had been over that portion of the park and that there were probably 150 dead ones in Cabin Meadow. These were branded with C, but I have been unable to determine to whom they belonged; 12 miles.

On June 19 I took a detachment to Upper Cahoon and Clover Creek Meadow, scouting country north and west of Mount Silliman; 16 miles. I found that sheep had been on these meadows a short time ago, as the grass was eaten off close. I sent a detachment to the Giant Forest. The noncommissioned officer reported that no sheep or cattle had been there and that the grass on the meadows was in good condition; 18 miles.

On June 20 I went to the Giant Forest myself and found everything in good condition; 18 miles.

I sent a detachment to northern part of park by way of Pond and Sheep Meadow, returning by way of Dougherty and Halfway Meadow. A few stray sheep were seen, but no large band was found in the vicinity. These sheep belonged to Mr. Hadley, who has his sheep on the forest reserve north of the park; 10 miles.

On June 21 no detachments were sent out. I built a cabin for grain.

On June 22 I sent detachment to scout country in vicinity of Big Baldy. No sheep were found in park, but a few stray ones were seen, and a sheep-herder's camp was visited about a mile outside of the park; 15 miles. I went to northern boundary of park by way of Pond and Sheep Meadow, thence along North Fork several miles. I found corner stake of townships 14 and 15 south, ranges 29 and 30 east; 10 miles.

On June 23 I sent a detachment to Upper Cahoon and Clover Creek Meadow, thence along northern boundary to lake, and from there up to Mount Silliman.

No sheep were seen in park. A camp was found about 2 miles outside of park; 25 miles.

On June 24 I went to Cabin Meadow and scouted the country in vicinity; 12 miles.

On June 25 I sent one man to Grant Park and had him post forest reserve notices; 25 miles.

I sent a detachment to patrol eastern part of park, going by way of Giant Forest and camping at Long Meadow; 13 miles.

On June 26 this detachment left camp at Long Meadow and went to Lower and Upper Huckleberry meadows, thence over ridge to Farley Meadows, returning same way to Horse Meadow and scouting country south and east of Mount Silliman.

From Horse Meadow the detachment went to Wet Meadow and camped; 25 miles. I went to top of Little Baldy and scouted country in vicinity; 8 miles.

Sent detachment to Pond and Sheep meadows. Same detachment scouted along North Fork, thence by trail to Big Baldy, returning to camp by Halfway Meadow; 25 miles. Signs of stray sheep in Halfway Meadow.

On June 27 the detachment left Wet Meadow and scouted Clover Creek and Upper Cahoon meadows, returning to main camp by Lower Cahoon Meadow; 9 miles. I sent a detachment from main camp to look for band of stray sheep, tracks having been seen the previous day in Halfway Meadow. It scouted the country in vicinity of Big Baldy and Cabin Meadow, but found no sheep; 20 miles.

On June 28 I sent detachment to scout country east of Big Baldy as far as Shell Mountain; 17 miles.

On June 29 I sent a detachment to Giant Forest to see if any cattle were there; none were found; 18 miles.

I sent two men with pack mules to Schneider's, on Colony road, for grain; 20 miles.

I took detachment to Pond and Sheep Meadow, then northeast along park line, between Shell Mountain and park line to Upper Cahoon Meadow, returning to camp by Clover Creek and Lower Cahoon Meadow; 15 miles.

On June 30 no detachments were sent out.

The pack train arrived with grain and rations at noon. Capt. Parker arrived about 1 p. m. and the detachment from Grant Park came in about 3 p. m. Capt. Parker mustered the men here this evening.

On July 1 the detachments which came in for muster yesterday left for their own camps. A detachment was sent to Pond, Sheep, and Dougherty Meadow; 10 miles. I left for the main camp at Three Rivers with Capt. Parker, and the following is the work done in my absence:

On July 2 a detachment went to park line, in vicinity of Big Baldy and Cabin Meadow. They found several stray sheep; 20 miles. Another detachment to Upper Cahoon and Clover Creek Meadow; 12 miles. On July 3 a detachment went to Giant Forest, scouting through Round Circle and Thorpes meadows; 20 miles.

On July 4 a detachment went to Pond and Sheep meadows, from there to Upper Cahoon, returning by Clover Creek and Lower Cahoon; 15 miles.

On July 5 a detachment went to park line and Cabin Meadow; 15 miles.

On July 6 a detachment went to Giant Forest, scouting Round Circle, Thorpe's, and Hackberry meadows; 20 miles. Another detachment went to Clover Creek and Upper Cahoon Meadow; 12 miles; and another scouted country in vicinity of Little Baldy; 8 miles.

On July 7 no detachments were sent out.

On July 8 a detachment went to Cabin Meadow and park line. Reported a band of sheep having been in the park but could not find them; the country being so cut up by sheep trails it is impossible to follow any one trail for a great distance; 20 miles. Another detachment went to Pond, Sheep, and Dougherty meadows; 8 miles. Another detachment attempted to cut a short trail from this camp to the Giant Forest, but the underbrush was so thick that they got no farther than the Marble Fork; about 12 miles.

On July 9 a detachment went to Cabin Meadow and park line. Found nothing; 20 miles. Another detachment went to Giant Forest, scouting the meadows in it; 20 miles.

On July 10 a detachment went to Clover Creek Meadow and scouted country in that vicinity; 15 miles. Another detachment went to Cabin Meadow, from there east in the direction of Mount Silliman; about 22 miles.

On July 11 a detachment went to Pond, Sheep, and Dougherty meadows; 10 miles.

On July 12 a detachment went to Giant Forest, scouting the meadows in that vicinity; 20 miles. Another detachment went to Upper Cahoon and Clover Creek Meadow; 15 miles. I marched from Schneider's to camp to-day, having left the main camp the previous evening.

On July 13 I kept the horses in camp to be shod.

On July 14 I started to find a trail from ridge running east and west from Little Baldy to Black Oak Spring. I succeeded in getting within 1 mile of it, but the country became so rough and the underbrush so thick that it was impossible to go farther; 12 miles. On my way here on July 12 I found that Mr. Homer had driven a band of cattle up the Colony road to Watson's Spring and then north along the ridge to Black Oak Canyon. This country is just outside the park, but the trail over which he went lies inside.

On July 15 I sent a detachment to Upper Cahoon and Clover Creek Meadow, 12 miles, and another to Cabin Meadow and park line, 15 miles.

On July 16 I sent a detachment to Giant Forest; 20 miles.

The entire pack train has been occupied in carrying grain from Schneider's on the Colony road to this camp, since June 29; they packed the last up on the 12th, and I now have enough to last until September 1.

They are several bands of sheep on the forest reserve, north of the park, which require constant watching, as their feed is pretty well eaten up and they only wait for a chance to run in the park.

Very respectfully, your obedient servant,

S. McP. RUTHERFORD,
Second Lieutenant, Fourth Cavalry.

Capt. JAMES PARKER,
Fourth Cavalry, Acting Superintendent Sequoia National Park.

CAMP IN GENERAL GRANT PARK, *July 22, 1894.*

SIR: In compliance with instructions, I have the honor to submit the following report:

I left camp near Carter's ranch June 20 with a detail of 3 privates and 1 wagon with supplies en route to General Grant Park; marched to Auckland post-office, 28 miles, arriving at 4 p. m. Roads good, no grass, water in creek.

June 21. Left Auckland at 5:30 a. m., marched to Old Comstock Mills, 22 miles, arriving at 3 p. m. Steep mountain road, no grass, plenty of wood, and good water.

June 22. Left camp at Comstock Mills at 5:15 a. m., marched to park, 10 miles, arriving at 10:30 a. m.; delay caused by unloading wagon at Stevens Grade. Plenty of wood, water, and grass. Found that sheep had been in the park but had left and driven over to the Kings River.

June 23. Entered on my duties as guard to the park by sending out my patrols, which has been continued ever since.

We have had no trouble with cattle this year so far, having found but 3 head in the park, and upon chasing them they left and have not returned. There are no sheep in the neighborhood of the park. We have visitors in the park daily. On the 4th of July we had quite a large picnic here from the Sequoia Mills. I had my detail present to enforce the rules; no damage done.

I have no breach of discipline to report. The men have performed their duties in a soldierly manner. The men and horses are in good health and condition.

I have on hand rations to include August 31 for the men, and barley to include October 10 for the horses.

Very respectfully, your obedient servant,

WILLIAM WILSON,
Sergeant Troop B, Fourth Cavalry, in charge of detail.

ACTING SUPERINTENDENT SEQUOIA NATIONAL PARK.

HOCKETTS MEADOWS, CALIFORNIA, *July 18, 1894.*

SIR: In pursuance of troop orders No. 7, June 21, 1894, Three Rivers, Cal., the following report is respectfully submitted:

On June 19, 1894, I left main camp at Three Rivers, Cal., with detachment of 2 men (Lance Corp. Klawing and Private Balch) to take charge of southern portion of Sequoia National Park.

June 20. Myself and detail patrolled Hocketts Meadows, Sand Meadows, and Lower South Fork Meadows (20 miles).

June 21. Myself and Corp. Klawing patrolled Milk Ranch Meadows, Corral Meadow, and Sand Meadow (18 miles).

June 22. Myself and 1 man patrolled park along south line from Summit Meadow to Quinn's horse camp. Returning to camp we patrolled near Tule Lake (28 miles). Lieut. Dean with detail of 4 men arrived from main camp and took command of detachment.

June 23. Lieut. Dean and 1 man patrolled park at Lower South Fork Meadows. Moved camp from Long Meadow to Hocketts Meadows (14 miles).

June 24. Sergt. Cooper and 2 men patrolled park at Soda Creek and Lower South Fork Meadow (22 miles).

June 25. Lieut. Dean and 1 man patrolled at Wet Meadows (16 miles). Sergt. Cooper and 1 man was sent beyond crossing on Little Kern, posting notices of forest reserve from Secretary of Interior (20 miles). Private Stevens was sent to post notices on Soda Creek and on Peck Canyon trail (18 miles).

June 26. Lieut. Dean and 1 man patrolled park at Soda Creek and Lower South Fork Meadows (16 miles). Lance Corp. Klawing patrolled at Milk Ranch and Corral Meadows (12 miles).

June 27. Lance Corp. Klawing patrolled park on Horse Creek and Tar Gap (10 miles).

June 28. Detachment marched from Hocketts Meadows to Redwood Cabin (15 miles).

June 29. Detachment marched from Redwood Cabin to main camp at Three Rivers for muster (14 miles).

June 30. I took charge of detachment and marched from main camp at Three Rivers to Lady Bug camp (20 miles).

July 1. Detachment marched from Lady Bug camp to camp at Hocketts Meadows (9 miles).

July 2. I sent Corp. Klawing and 1 man to crossing on Little Kern to look out for herd of cattle. They found herd about 1 mile outside of park and warned herder to keep his cattle off park and reserve (22 miles). Myself and 1 man patrolled park along south line (14 miles).

July 3. Myself and 1 man patrolled near east line of park. Found sheep and cattle sign about four days old. Returning to camp met Capt. Parker and reported same to him (20 miles).

July 4. Myself and 3 men patrolled park at Soda Creek. Found 2 men camped there, presumably sheep men, and put them off the park, warning them not to return (23 miles).

July 5. Myself and Corp. Klawing patrolled park, dismounted along Horse Creek, going over and returning by Tar Gap trail (12 miles).

July 6. Myself and 1 man patrolled park along south line from Summit Meadows to Peck Canyon trail (18 miles). Sent Corp. Klawing and 1 man to east line of park along Little Kern. They found a small band of sheep about 1 mile from the line. Warned herder to keep off park and reserve (25 miles).

July 7. I patrolled park near Tule Lake. Met a herder there who has about 4,000 sheep at Raster Canyon, about 2 miles outside of park. Warned himto keep off park and reserve. Posted notices of timber reserve on Mount Solomon and Porterville trail (16 miles).

July 8. Myself and 1 man patrolled at Milk Ranch, Horse Creek, and Corral Meadow (16 miles). Sent Corp. Klawing and 1 man to Soda Creek and Little Kern (22 miles). Private Nieman joined detachment from detail with Capt. Parker (12 miles).

July 9. Sent 1 man to Little Kern to look out for sheep going toward Mineral King and turn them back (18 miles). Sent Corp. Klawing to patrol park near East Fork (12 miles). I patrolled park along south line from Summit Meadows to Soda Creek (23 miles).

July 10. Myself and Corp. Klawing patrolled southern portion of park from Old Camp at Long Meadow to Tule Lake (16 miles). Sent 1 man to Little Kern to look out for sheep (18 miles).

July 11. Myself and Corp. Klawing patrolled Sand Meadow and upper and lower South Fork meadows (16 miles). Sent 2 men to patrol along south line from Summit Meadow to Tule Lake (16 miles). Sent 1 man to crossing on Little Kern, and south as far as line meadow (24 miles).

July 12. Sent Corp. Klawing to patrol along Horse Creek to lakes near the summit (15 miles). Sent 1 man to crossing on Little Kern. He found a band of sheep on ridge near Wet Meadow, belonging to a Mr. Quinn. The herder claimed Mr. Quinn had a permit to drive his sheep across that corner of the park to some deeded land on the east side (18 miles). I patrolled park at Milk Ranch and Corral Meadow (10 miles).

July 13. I took 1 man and 2 pack mules and went to Mineral King for rations, and to see Capt. Parker in regard to the sheep, leaving detachment in charge of Corp. Klawing (18 miles). Corp. Klawing followed band of sheep to park line (16 miles).

July 14. Corp. Klawing and 1 man patrolled park at Milk Ranch and Corral Meadow (12 miles).

July 15. I returned from Mineral King with rations (18 miles). Corp. Klawing patrolled along south line (16 miles). Sent 1 man to Soda Creek (20 miles).

July 16. I patrolled along South Fork to Lady Bug (18 miles). Sent Corp. Klawing to Wet Meadows and Soda Creek (20 miles). Sent 1 man to patrol along south line (14 miles). Private Nieman relieved from duty with detachment and joined troop at Mineral King (18 miles).

July 17. I patrolled park at headwaters of Horse Creek. Found Quinn's band of sheep going north through Tar Gap, and, in compliance with orders received from Capt. Parker, turned them back and drove them south out of park (18 miles). Sent 1 man to patrol along south line of park (20 miles). Sent 2 men to Milk Ranch and Horse Creek Meadows, Corral Meadows, and lower South Fork Meadows (22 miles).

July 18. Myself and Corp. Klawing went to south line of park and drove sheep of Mr. Quinn farther south from park, warning herder to hereafter keep clear of park limits (16 miles). Sent 2 men to Wet Meadows and Little Kern (14 miles).

The health of the detachment is excellent.

I have rations to include July 31, 1894.

I have on hand 2,625 pounds of grain. The feed on the meadows is fairly good, and the horses are in first-class condition.

The discipline of the detachment has been excellent in every respect.

Number of miles marched by detachment from June 19, 1894, to July 18, 1894, 9.03 miles.

I am, sir, very respectfully, your obedient servant,

ROBERT D. COOPER,
Sergeant, Troop B, Fourth Cavalry, in charge of detachment.

Capt. JAMES PARKER,
Fourth Cavalry, Acting Superintendent Sequoia National Park.

CAMP AT MINERAL KING, CAL., *August 20, 1894.*

SIR: In compliance with your request I have the honor to make the following report of the work done in the Seqouia National Park since July 20, 1894, on which date I assumed command:

On the above date Capt. Parker left here for San Francisco, in compliance with Special Order No. 15, headquarters Department of California, preparatory to reporting for duty at the U. S. Military Academy. His report of the operations up to that date has been forwarded to you.

The disposition of the command at that time was as follows: The main camp at Mineral King having been moved from Three Rivers on July 13, a detachment consisting of 1 noncommissioned officer and 7 privates in charge of Second Lieut. S. Mc. P. Rutherford at Halstead Meadow, in the northern part of the park; a detachment consisting of 1 noncommissioned officer and 3 privates in charge of Sergt. Wilson at General Grant Park, and a detachment consisting of 2 noncommissioned officers and 4 privates in charge of Sergt. Cooper at Hocketts Meadow, in the southern part of the park, the center part of the park being patrolled by detachments sent out from the main camp from time to time.

This has been an unusually dry season in the valley, and consequently feed for stock has been very scarce. The owners of stock have driven it into the mountains surrounding, and there are in consequence more sheep and cattle in this country—so I am told by old residents—than ever before. The cattle are allowed to run loose in most cases, but thus far have been but little trouble. Mr. Hamilton and Mr. Tharpe have their cattle herded. This condition of affairs renders the duty of guarding the park more difficult, as these large bands of sheep are kept close to the line on all sides, and if not constantly watched will feed over them.

These sheep-herders have no respect for the notices posted on the reserve, and tear them down as fast as they are posted up, nor for the rights of land-owners within the limits.

They herd their bands on private land, and when warned off by citizens refuse to go and threaten to shoot anyone who attempts to put them off.

Mr. Sheppard, an old man who owns some land north of the park, came to the camp at Halstead Meadows and asked for protection, saying that a Portuguese had driven his sheep on his land, and when warned off threatened to shoot him. Sergt. Farrel, who was then in charge of the camp, told him that he could not drive the sheep off, but to report the matter to the civil authorities. There have been several shots exchanged between sheep and cattle men for this same reason.

If these sheepmen are asked whether they have seen the notices posted on the Reserve, they reply "Yes, but my sheep are not the only ones on the Reserve;" and when told that they have been reported

they say, "Well, I am not the only one in that fix." A few arrests to set an example would be the best thing that could be done. But one band of sheep have been on the park, and they were caught by the detail in the northern part. They had gotten in a mile before stopped. The herders were arrested and taken to camp and the sheep divided into small bands and scattered outside the park.

After keeping the herders a few days they were sent under guard to me, and I sent them down the Mineral King road after several days. The owner of the sheep could not be found, and the herders, who were Portuguese, claimed not to understand English. From what I could learn, however, the sheep belonged to Mr. Merry, of Fresno.

I have seen in several papers lately a notice to the effect that parties having patents of land lying within national reservations can rent said land. No official notification has been received as yet by me. There is a great deal of land within this reservation belonging to private citizens. This land is scattered all over the park in lots of 40 to 150 acres; most of it is in 40-acre plats. There are no boundary lines to it and no way to find the boundary without a great deal of labor. Before these boundaries could be determined the feed would all be eaten off the private land, and the sheep would more than likely have encroached on the park. The most of this land has been taken up as swamp land. This I consider a fraud and a scheme to cheat the Government. The idea of swamp lands lying in these mountains at an elevation of 8,000 and 9,000 feet is simply ridiculous.

It is true that there are places in the park that are unfit to travel over during certain portions of the year, but that is due to the fact that the season is late in the mountains. At this season of the year I do not believe that there is any place that can not be traveled by man or beast without danger.

Again, the parties owning or claiming to own these lands make no improvements upon them. As stated before, none of them are marked in any way, and but two plots of 40 acres each are fenced, one belonging to Mr. H. Thorpe and one belonging to Mr. W. T. Dean; and if these parties are allowed to rent this land to sheep men it will be an impossibility to keep the sheep off the park, due to the distances between plots. The greater part of this swamp land is not patented, and possibly none at all. The parties have purchase certificates and claim to pay taxes every year. Some of these parties have acted already upon the articles published in the papers, and rented their land to sheep men, but I have not allowed sheep to be driven through the park to them as yet.

Mr. W. T. Dean, who has purchase certificates for 120 acres of swamp land and 200 acres of school land, had rented his land to Mr. Quinn before any notice had been published. Mr. Quinn asked permission to take his sheep on this land and was refused. Since that time Mr. Dean has been here, and showed his certificates of purchase and requested permission to have Mr. Quinn use his land. He was informed that until some official notification was received Mr. Quinn could not go on the park. Other parties are taking the same action as Mr. Dean.

There have been more people visiting different parts of the park this year than last, especially the southern part. This is due to the fact of many persons from the valley spending the summer at Mineral King, and that part of the park being of easy access. Also to the fact that there is good fishing there.

The fish placed in the streams in the northern part of the park are doing finely, and in another year that country will be visited more. I

have been corresponding with the California State Fish Commission, and through the efforts of the Visalia Sporting Club have received 20,000 trout fry, which I have placed in the streams of the northern part of the park. Twenty thousand more trout are now on the way with which other streams in the park will be stocked.

GENERAL GRANT PARK.

Sergeant Wilson, with a detail of three men, has been in charge. His report is submitted herewith.

Cattle have been of little trouble so far, but are now beginning to work their way in, as the feed is nearly all gone outside. Although this country is overrun with sheep, so far none have injured the park.

On August 10 I left the camp at Mineral King to acquaint myself with the country surrounding the Kern lakes and embraced in the forest reserve, and also in order, if possible, to procure some of the beautiful golden trout for the California State Fish Commission, which are peculiar to Whitney Creek, a stream heading near Mount Whitney. With much difficulty these fish were procured and forwarded, in good condition, to the State fish commission, whose intention it is to propagate the species.

I found the country surrounding Whitney Creek and the Kern lakes and the Kern flat country indescribably grand, in places the mountain walls, on both sides of the Kern River, running to the height of from 1,700 to 2,000 feet. At one time both banks of the river were bounded by beautiful meadows, containing luxuriant grass. This has all been eaten off by the sheep, so that it is only with the greatest difficulty that tourists and campers, passing through the park, can find feed for their stock, it being impracticable for them to carry forage over the rough, and in places dangerous, mountain trails.

Not only is this true in regard to the Kern River district, but for miles and miles back from its river the whole country has, from a beautiful land once covered with nice and luxuriant grass, been turned into a desert; even the brush along the streams has been eaten, some of its small streams are drying up.

The game, especially the deer, are decreasing in numbers.

The all-devouring and all-destroying sheep are almost making the country uninhabitable for man and beast. Although not in my power to remove the sheep men and their herds from the reserve by force, as in the park, I succeeded in less than a week in removing from 15,000 to 20,000 sheep from the reserve. I strongly recommend that the following measures be adopted to remedy this state of affairs, outlined above:

First. That deputy U. S. marshals be sent through the reserve to arrest some of the sheep owners and have them rigorously prosecuted for trespass. A few arrests of this kind would have a very salutary effect and promptly put an end to this disregard of the orders of the Secretary.

Second. That a guardian be appointed to look after the game interests and general welfare of the park during the absence of the troop. Large numbers of deer are killed in the park every year after the troop has been withdrawn.

There have been no forest fires in the park during the present year. My thanks are due to Lieut. Rutherford for the interest he has taken in the work of the park and the manner in which he has performed his part of it. The work done by the noncommissioned officers

in charge of the outlying camps has been hard and continuous. They have performed their duties in every case in a manner calling for commendation. Their reports are submitted.

Very respectfully, your obedient servant,

ALEX. T. DEAN,
First Lieutenant Fourth Cavalry,
Acting Superintendent Sequoia National Park.

The SECRETARY OF THE INTERIOR,
Washington, D. C.

CAMP IN GENERAL GRANT PARK, *August 15, 1894.*

SIR: I herewith very respectfully submit the following report of operations in this park from July 20, 1894.

The daily patrol has been kept up regularly, the men from about the first of August having plenty to do to keep the cattle out, as the feed is drying up in the valley and the cattle work up into the mountains.

Visitors to the big trees are quite plentiful during the day. No sheep near the park. Water, except in the large streams, is drying up. Feed is good. The men are in good health and rationed to include August 31. Horses are in good order and health, and have 2,188 pounds of barley for them, which is to do until October 10, 1894.

Lieut. Rutherford and detail, from Mineral King, arrived on the 30th of July. There has been nothing of importance to communicate.

I remain, very respectfully, your obedient servant,

WM. WILSON,
Sergeant, in Charge of Detail.

First Lieut. A. T. DEAN,
Commanding Troop B, Fourth Cavalry.

CAMP AT HOCKETTS MEADOWS, CAL., *August 18, 1894.*

SIR: I have the honor to submit the following report of work done by this detachment since July 18, 1894.

July 19. I patrolled at Corral Meadow, Summit Meadow, and Lower South Fork Meadow (14 miles).

Sent Lance Corp. Klawing to Mineral King with report (18 miles).

July 20. Myself, privates Haydon and Stevens patrolled park along south line from Summit Meadows to Peck Canyon; found four head of stock, two horses and two mules, near head of Raster Gulch, presumably strays, and drove them out over south line. Returned to camp over Soda Creek trail (20 miles).

Lance Corp. Klawing returned from Mineral King (18 miles).

July 21. I patrolled park along South Fork from Sand Meadow to headwaters of the stream. Found two men camped on Upper South Fork Meadow; on showing a permit from Capt. Parker I let them remain (18 miles). Sent privates Stevens and Haydon along south line to Soda Creek, returning to camp over Mineral King trail (28 miles). Pack train brought grain for detachment from main camp (18 miles).

Private Wall joined detachment from main camp (18 miles).

July 22. Myself and Lance Corp. Klawing patrolled park along south line to Soda Creek trail (20 miles). Pack train returned to Mineral King.

July 23. Privates Stevens and Wall patrolled park along south line from Summit Meadow to Soda Creek trail (20 miles). Corp. Klawing and Private Haydon patrolled park at Lower South Fork Meadow, Sand Meadow, and Rock meadow (16 miles).

July 24. I patrolled park at Soda Creek and Wet Meadows (20 miles).

Private Stevens patrolled at Corral and Lower South Fork Meadows (8 miles).

Private Haydon patrolled at Long and Summit meadows (10 miles).

Private Dunne brought letter of instruction from troop commander in regard to a flock of sheep belonging to Mr. Quinn.

July 25. Myself and Corp. Klawing patrolled south line of park from Summit Meadow to Peck Canyon. Quinn's sheep crossed out of canyon for White Chief. Left Corp. Klawing with sheep (18 miles).

Privates Stevens and Haydon patrolled at Milk ranch and Corral Meadow (14 miles).

July 26. I patrolled park at Corral Meadow and down South Fork trail to Burned Log Camp (18 miles). Sent Private Stevens to overlook movements of Quinn's sheep (15 miles).

July 27. I patrolled headwaters of Horse Creek looking for cattle reported to be near Summit Lakes, but found no trace of them (15 miles). Sent Private Haydon to overlook movements of Quinn's sheep. They crossed out of park at about 2 p. m., having been two and one-half days crossing White Chief Ridge (14 miles).

First Sergt. Fulle and Blacksmith Rise arrived from main camp.

July 28. Myself and Corp. Klawing, in company with First Sergt. Fulle, patrolled park at Lower South Fork Meadow and Soda Creek. Found two parties, one from Visalia and one from Portersville, camped on Soda Creek, without authority from superintendent, and ordered them to leave the limits of the park (16 miles).

Private Stevens patrolled along south line; found two stray horses near Tule Lake. Drove them out of park down Soda Creek (22 miles).

Private Wall patrolled Corral and Sand meadows (10 miles).

July 29. Myself, Corp. Klawing, and Private Haydon patrolled at Milk Ranch, Corral Meadow, and Lower South Fork Meadow (15 miles).

Sent Private Wall over south line to Soda Creek, returning to camp via Wet Meadow (22 miles).

Private Stevens patrolled at Summit Meadow and Tule Lake (14 miles).

July 30. I patrolled at Wet Meadows and Little Kern, going south to Shotgun Canyon (25 miles). Private Stevens patrolled park along south line to Tule Lake. Drove 6 head of horses out over south line (14 miles).

Private Wall patrolled at Soda Creek and Wet Meadows (22 miles).

Corp. Klawing and Private Haydon patrolled at Corral and Sand meadows (14 miles).

July 31. I patrolled park on Horse Creek, going north to Tar Gap and along park line to East Fork (20 miles).

Private Stevens patrolled park along south line to Tule Lake (14 miles). Pack train brought rations for detachment.

August 1. Myself and Private Stohlberg patrolled park on Horse Creek and Tar Gap, looking for Quinn's sheep. Found no trace of them (20 miles).

Private Haydon patrolled park along south line to Tule Lake. Found eight horses near Lake. Drove them out over south line (14 miles).

Private Wall patrolled park at Soda Creek and Wet Meadows (22 miles).

August 2. Myself and Private Cranson patrolled park north and west of Homers Nose; found where cattle had been inside of the park, but had been driven out. Camped that night at Blossom's Ranch (27 miles).

Corp. Klawing and Private Stevens patrolled park at Tar Gap and Summit Lake, looking for Quinn's sheep, but found no trace of them (16 miles).

August 3. Myself and Private Cranson returned to camp over South Fork trail. Met a party of hunters from Tulare, near Redwood cabin, who intended crossing the park. Having no permit I turned them back (27 miles).

Corp. Klawing patrolled park on Horse Creek and Tar Gap, looking for Quinn's sheep. Found no trace of them (20 miles).

August 4. Private Stevens patrolled park along south line to Soda Creek (18 miles).

Private Wall at Wet Meadows (14 miles).

August 5. Sent Corp. Klawing and Private Haydon with pack mule and two days' rations down South Fork for vegetables (25 miles).

Private Stevens patrolled south line and Soda Creek (16 miles).

Private Wall patrolled on Horse Creek (12 miles).

August 6. Private Wall patrolled on Lady Bug Creek (10 miles).

Private Stevens patrolled along south line to Peck Canyon (16 miles).

August 7. Private Stevens patrolled at Wet Meadows and Little Kern (18 miles).

Corp. Klawing and Private Haydon returned to camp (22 miles).

August 8. I patrolled along Horse Creek to lakes (14 miles).

Private Stevens patrolled along south line to Soda Creek trail (16 miles).

August 9. Corp. Klawing patrolled at Milk Ranch and Corral Meadows (12 miles).

Private Haydon patrolled at Soda Creek (16 miles).

August 10. I patrolled park at south line, going down Middle Tule, looking for Mr. Quinn. Camped night of 10th at Mountain Home (14 miles).

Private Wall patrolled at Wet Meadows (16 miles).

August 11. I returned to camp from Middle Tule, having found nothing of Mr. Quinn (14 miles).

Corp. Klawing patrolled at Soda Creek and Lower South Fork Meadows (16 miles).

Private Wall patrolled at Lady Bug Canyon (7 miles).

August 12. I went into Mineral King to find out if anything had been seen or heard of Quinn's sheep. Met his foreman on Farewell Gap who informed me the sheep were in Eagle Lake Canyon, outside of park. I went on to Mineral King and reported to troop commander (18 miles).

Private Wall patrolled along south line to Tule Lake (16 miles).

August 13. I returned to camp from Mineral King (18 miles).

Corp. Klawing patrolled along south line from Summit Meadows to Soda Creek (20 miles).

Private Haydon patrolled at Milk Ranch and Corral Meadows (12 miles).

August 14. I patrolled, dismounted, at headwaters of Hickman Creek, returning to camp via Horse Creek (15 miles).

Private Wall patrolled at Wet Meadows and headwaters of South Fork (16 miles).

Private Stevens went along south line from Summit Meadows to Quinn's horse camp. Found eight head of stock near Tule Lake. Drove them south out of park (20 miles).

August 15. I patrolled park at head of Hickman Creek, returning to camp over Horse Creek trail (12 miles).

Sent Corp. Klawing to Wet Meadows and headwaters of South Fork (14 miles).

Private Stevens patrolled south line to Soda Creek (20 miles).

August 16. Myself, privates Haydon, Stevens, and Wall took one day's rations and camped at Milk Ranch. From there we scouted thoroughly the country north and west of Homers Nose, looking for cattle. There is a herd of about 300 on Salt Creek, 1½ miles from park line, but as yet they have not crossed into the park, except a few strays, which we were unable to find (20 miles).

Corp. Klowing patrolled at Wet Meadows (14 miles).

August 17. Myself and detail returned to camp from Milk Ranch, 6 miles. Corp. Klowing patrolled at Soda Creek. Found two men camped there without authority and ordered them to leave the limits of the park (18 miles). The detachment is rationed to include August 31, 1894.

I have on hand 11 sacks of grain, 825 pounds. The health of the detachment has been excellent. No accidents have happened during the season to either men or horses. The detachment has traveled, since July 18, 1894, to August 18, 1894, 1,173 miles. The discipline of the men has been excellent.

I am, sir, very respectfully, your obedient servant,

ROBERT D. COOPER,
Sergeant, Troop B, Fourth Cavalry, in Charge of Detachment.

The COMMANDING OFFICER TROOP B, FOURTH CAVALRY,
Mineral King, Cal.

CAMP AT HALSTEAD MEADOW, CAL., *August 10, 1894.*

SIR: I have the honor to submit the following report of work done by this detachment since July 16, 1894:

July 17. Sent two men to Pond, Sheep, and Dougherty meadows. They reported nothing there.

July 18. Sent two men to Cabin Meadow and park line. They reported nothing there.

July 19. Sent two men to Clover Creek Meadow. They reported nothing there. Took one man and went to Giant Forest, visiting Round, Circle, Huckleberry, and Thorpes meadows. Mr. Thorpe was on his way to his upper meadows, with some cattle.

July 20. Took one man and went to Clover Creek, Wet, Horse, Boulder, Long, and Lower and Upper Huckleberry meadows; camped in Upper Huckleberry Meadow; did not find any cattle or sheep.

Two men went to Pond, Sheep, and Dougherty meadows; they reported nothing there.

July 21. Left Upper Huckleberry Meadow and went to several small meadows on the ridge above Huckleberry Meadow; did not find anything there; returned to camp by the same route I came.

July 22. Sent one man to General Grant Park, with mail for Sergeant Wilson's detachment.

July 23. Took one man and went to Giant Forest, visited Round, Circle, Huckleberry, and Thorpes meadows; nothing there.

July 24. Sent one man to Three Rivers, with mail. Sent two men to Clover Creek Meadow. They reported nothing there.

July 25. Took one man and went to Boulder Meadow, passing through Wet and Horse meadows; kept on up through Boulder Meadow until we got as far as Mount Silliman; did not find any sheep; noticed two sheep camps about two miles east of Mount Silliman. Sent two men to Cabin Meadow and the park line. They reported nothing there.

July 26. Did not send out any details to-day.

July 27. Sent two men to Giant Forest. They reported having visited Round, Circle, Huckleberry, and Thorpes meadows. Nothing there. Sent two men to

Clover Creek Meadow. They brought in two sheep-herders they had caught in the meadow. Took one man and two mules and went to Clover Creek Meadow and brought in the sheep-herders' camp outfit.

July 28. Took five men and went to Clover Creek Meadow to drive out and scatter the sheep found there. Drove them about a mile outside the park. Had to leave them, as they were played out.

July 29. Left camp with two men to escort the sheep-herders to Mineral King by way of the Middle Fork. Four men went to the Clover Creek Meadow to drive the sheep further on and scatter them. They divided the band into several smaller bands and drove them in all directions.

July 30. No details were out to-day.

July 31. Two men went to Pond, Sheep, and Dougherty meadows, returning by way of Sheep Meadow, Upper and Lower Cahoon meadows. They reported nothing there.

August 1. Two men went to Clover Creek Meadow and vicinity. They found a band of five hundred sheep. They drove them out and scattered them.

August 2. Two men went to Giant Forest. They visited Round, Circle, Huckleberry, and Thorpes meadows. They reported nothing there.

Two men went to Shell Mountain, returning by way of Clover Creek Meadow. Nothing there.

August 3. No details went out to-day.

August 4. Three men went to Clover Creek Meadow. They reported nothing there. Took one man and went to Cabin Meadow and park line. Found six head of cattle just inside the park line. Drove them out.

August 5. Took one man and went to Pond, Sheep, and Dougherty meadows, also to Shell Mountain. Did not find anything there.

August 6. Sent two men to Clover Creek Meadow. They reported nothing there.

August 7. Sent two men to Cabin Meadow and park line; they reported no cattle in the park.

Took one man and went to Mount Silliman by way of Boulder Meadow, passing through Wet and Horse meadows; did not find any sheep.

August 8. Sent two men to Clover Creek Meadow; they reported nothing there.

August 9. Sent two men to Grant Forest; they reported nothing there.

Took one man and went to Pond, Sheep and Dougherty meadows, also to Shell Mountain; nothing there.

August 10. Sent two men to Cabin Meadow and park line; they reported no cattle inside the park.

August 11. No details went out to-day.

August 12. Sent two men to Grant Park with vegetables and mail for Sergeant Wilson's detachment.

Sent two men to Three Rivers for vegetables left there on their way from Mineral King.

Sent two men to Clover Creek Meadow; they reported nothing there.

Went to Pond, Sheep and Dougherty meadows, also to Shell Mountain, Upper and Lower Cahoon meadows; nothing there.

August 13. Sent two men to Cabin Meadow; they reported nothing there.

August 14. Sent two men to Clover Creek Meadow; they reported nothing there. Took one man and went to Giant Forest; nothing there.

I am, sir, very respectfully, your obedient servant,

EDWARD D. FARREL,
Sergeant, Troop B, Fourth Cavalry.

COMMANDING OFFICER TROOP B, FOURTH CAVALRY,
Mineral King, Cal.

SPECIAL REPORT RELATIVE TO PUBLIC DOCUMENTS.

DEPARTMENT OF THE INTERIOR,
Washington, November 20, 1894.

SIR: Referring to your verbal request for an expression of my views relative to the subject of public documents in general, and especially to the system and regulations governing their distribution, I beg leave to submit the following remarks:

The custom of issuing documents at the public expense for distribution among the people has prevailed for more than half a century, and their number has increased with the increase of population until the Government Printing Office has become the largest publishing house in the world, the product of its presses amounting to more than 1,000,000 volumes annually. From the beginning, however, there seems to have been no serious attempt on the part of any one to present public documents in an attractive form as to their general make-up, and especially their binding, nor to establish any thoroughly good system of classification and indexing, nor to introduce anything like business principles into the work of their distribution.

In considering this matter the question is at once suggested whether the benefits which have accrued to the public from the printing and distribution of documents justify the large expenditures involved, and whether the publications of the Government are of sufficient value to warrant the continuance of these expenditures. It is undoubtedly true that in the popular estimation public documents have held, and to a large degree still continue to hold, a very low place. They have, to be sure, been willingly received by citizens, because they have been gratuitously supplied; but to how many the mere fact that a volume is a public document carries with it the conclusion that it is of no practical value, except as an evidence that the recipient is borne in thoughtful and kindly remembrance by some member of Congress or other officer of the Government, or as it helps to fill a place in the bookcase that would otherwise remain vacant. And yet it is not too much to say that no series of publications of greater intrinsic value issue from any publishing house than from the Government Printing Office of the United States. Hundreds of thousands of dollars are expended every year, and hundreds of experts in their several departments are constantly employed, in prosecuting scientific research in many directions, in explorations, in careful investigations of economic and social questions, in experiments conducted after the most approved modern methods, all having practical ends in view and designed to promote the general material and social welfare, and it can not be otherwise than that the results of these researches, as detailed in the reports of such competent investigators, possess a value much beyond that usually assigned to public documents.

The publications of the Geological Survey, the Smithsonian Institution, the National Museum, the Commission of Fish and Fisheries, the Bureau of Ethnology, the Coast and Geodetic Survey, the Census Office, the Bureau of Statistics, the Bureau of American Republics, Consular Reports, and the reports of the National Academy of Sciences, the American Historical Association, and of the several international expositions, not to mention other documents—nearly all the work of specialists—contain a mass of important information not elsewhere accessible, making these publications works of permanent interest and standard reference. The regular and special reports of the Department of Agriculture are becoming increasingly valuable as bearing upon the development of the agricultural resources of the country, suggesting and opening the way to the establishment of new industries, protecting against fraud and adulteration, and so, in manifold ways, encouraging and affording aid to that largest element in our population—those whose support and prosperity depend upon the products of the forest and field.

The Department of Labor, by its investigations, is accumulating a store of facts, set forth in its reports, which, to the student of social science, is replete with interest, and which will materially assist in solving certain social questions and those growing out of the relations of capital and labor which are now pressing for consideration.

Of the reports of other departments and offices of the Government, many abound in information of practical importance much beyond and very different from the mere detail of their annual operations, while many of the reports of special commissions and of committees of the two Houses of Congress present the results of the most thorough and often exhaustive examination of subjects civil, financial, social, and economic, with which the well-being of the whole nation is intimately associated.

These publications, so full of interest and so important for present use and future reference, comprise a very large portion of current public documents.

Why is it, then, that the name "public document" suggests to so many a volume dull, uninteresting, unprofitable; a volume which, if it could not be had gratuitously, would not be worth procuring at all?

GRATUITOUS DISTRIBUTION.

Possibly the very fact that they have been given away in such vast numbers has had not a little to do with the low estimate placed upon them. That which costs nothing is usually little valued, and it is not irrational to suppose that when documents are pressed upon the people as a gratuity many of them come naturally to think that what is so freely bestowed is of small worth. This prejudiced conclusion is, however, undoubtedly decreasing, and the number of those who by careful reading of public documents learn to appreciate them at their real value is year by year on the increase.

UNATTRACTIVE BINDING.

Another cause of the popular impression regarding public documents is the forbidding aspect which they to so great an extent present. In a miscellaneous collection of books, it would not ordinarily be difficult to detect any chance public documents from their mere external appearance, so often in unfavorable contrast with surrounding volumes. Private publishers vie with each other in endeavors to make their publica-

tions attractive to the eye, understanding well that thus attention to their contents is not infrequently secured. It is, of course, essential that no extravagant expenditure be incurred in producing public documents; but it is doubtless true that at little or no additional expense many of the publications of the Government could be issued in a more attractive style than has hitherto characterized them.

A tasteful variety in the color of the binding of different series of documents, with uniformity in the color of those of the same series from year to year, would be a slight improvement upon past custom, though of late attention has evidently been given to this point. A set of the annual reports of the Smithsonian Institution in uniform style of binding is more attractive than, and for this reason preferable to, a set one volume of which is in red, another in black, and another in green. The same is true of other documents. To be sure, this is of minor importance; but whatever will secure increased attention to public documents and secure for them a permanent place upon the library shelf is deserving of consideration. In particular, however, it is believed that some advantageous change can readily be made in the binding and general make-up of what is known as the "reserved edition," from which all depositories of public documents are supplied. Everyone is familiar with these heavy "full sheep" volumes, and knows what appearance they present when massed upon the shelves of our public libraries. That anything popularly entertaining or interesting or profitable is to be found within their covers would not be inferred, more than within the covers of a series of volumes of legal lore. To bind in half morocco or half Russia would be little if any more expensive, but it would seem to put these publications almost out of the category of public documents, so great a divergence from the stereotyped style would they present. To reduce, on the average, by one-third the size of the volumes would be another material improvement, thus bringing them within the range of convenient manipulation.

MULTIPLICITY OF EDITIONS.

Another source of great confusion and annoyance to those having occasion to consult public documents is the multiplicity of editions of many of the most important publications of the Government, issued in different styles of binding, with varying title pages and back titles, so that one may possess three or four copies of the same work without discovering from their outward appearance that they are all the same document. This is true of many of the annual reports of the executive offices, and to a less degree of the scientific publications of the Government. The former are all embraced in the executive documents of Congress, bound in leather, with a special front and back title. They appear again in an edition known as Message and Documents, correspondingly backed. Once more they are issued in a departmental edition, as reports of the Secretary of, etc., volumes 1, 2, etc., and lastly, many of them are published in a bureau edition as reports of the chief of the bureau, with an appropriate title.

This multiplicity of editions is the bane of librarians and indexers. It prevents any satisfactory classification and arrangement of these documents upon the library shelves, as it so often happens that one volume of a series is of one edition and the next of another; and so it is not surprising that sometimes an ordinary librarian in despair is disposed to reject all public documents, while the labor of preparing a satisfactory general index is so increased that any one may well hesitate to enter upon the undertaking.

I have before me now four volumes of which the back titles read as follows:

UNITED STATES
GEOLOGICAL SURVEY.
J. W. Powell,
Director.

Eleventh
Annual Report.
1889–'90.
Part 1.—Geology.

REPORT
of the
SECRETARY
of the
INTERIOR.
Vol. 4.
Part 1.
1890.

MESSAGE
and
DOCUMENTS
INTERIOR DEPARTMENT.
Vol. 4.
Part 1.
1890–'91.

Report
of the
Director
of the
United States
Geological
Survey.

HOUSE
EXECUTIVE
DOCUMENTS.
2d Session 51st Congress.
1890–'91.
Vol. 14.

Eleventh
Annual Report
of the
Geological Survey.
Part 1.—Geology.

A casual glance at the volumes would not show what a more careful scrutiny discloses, that they are all one and the same work. This is but one of a multitude of documents to which the same confusion attaches.

Another evil resulting from this multiplicity of editions is that in many cases the same work is sent in duplicate and triplicate to the same person, under the impression that he is being supplied with different publications, as Senators and Representatives themselves sometimes fail to recognize the same volume under its several designations.

The remedy for this evil would seem to be comparatively simple. Let but one edition of any document be issued, or let all editions of the same document be practically reduced to one by having them all titled

and backed in the same manner. Let the appropriate name, that which most accurately describes its contents and distinguishes it from other documents, be put upon the back of every copy issued, so that it can be identified at a glance. If additional title on the back is required, as in the executive or miscellaneous documents of Congress, let it be evidently subordinate to the chief title, and not be made an obstacle to the identification of the volume. These remarks, of course, apply to documents homogeneous in their general character, and of sufficient size to form each a volume by itself, as it would be manifestly impracticable to deal in the manner suggested with volumes made up of a number of separate and distinct documents, such as compose a large portion of the executive and miscellaneous documents and reports of committees of the two Houses of Congress.

It is, however, worthy of consideration whether it would not be wise to bind separately every document sufficiently large to form a volume of convenient size, instead of combining them, as is so often done in the leather-bound series, into unwieldly tomes, bringing within the same covers documents as irrelevant and diverse as a report on Indian disbursements and the Annual Report of the Commissioner of Patents, or the Annual Report of the Director of the Mint and a report on the loss of the steamer *Jeannette*, or Revision of the Rules of the House of Representatives and Geological History of Lake Lahonton. If serious attention were given to it by those having authority in the premises, this whole matter could be readily and satisfactorily adjusted. It is certain that if this were done it would in many ways enlarge the use and increase the value of public documents.

CLASSIFICATION OF DOCUMENTS.

The publications of the Government known as Congressional documents, which embrace all the annual reports of the Executive Departments and offices of the Government and all other reports submitted by them, and including by far the larger portion of all public documents, are now divided into executive documents, miscellaneous documents, and reports of committees of the Senate and House of Representatives. This classification has been in vogue for forty years, and has therefore become familiar to all parties accustomed to consult them; but on general principles, the simpler the classification of documents the more convenient will reference to and the indexing of them be found. I see no necessity for the division of documents into executive and miscellaneous, or any decided advantage resulting from this classification; nor can any good reason be given in many cases for assigning documents to one class rather than to the other; as, for example, why the Annual Report of the Director of the Geological Survey should be assigned to the executive document class and the Annual Report of the Bureau of Ethnology to the miscellaneous document class, or why the Report of the Commissioner of Fish and Fisheries should be classed as a miscellaneous document instead of an executive document. Many other instances of this kind can readily be cited.

It is suggested, therefore, that the executive and miscellaneous documents of each House of Congress be consolidated, and that they be designated, respectively, Senate documents and House documents. There will then be two classes for each House, viz., Senate documents, Senate reports; House documents, House reports. Then let a series of numbers be arranged which shall be uniformly given to certain annual

publications of the Government, so that the same number shall attach to the same document year after year. The following enumeration of documents is suggested:

HOUSE DOCUMENTS.

Vol. 1, No. 1.	President's Message (annual).
Vol. 2, No. 2.	Foreign Relations (State Department).
Vol. 3, No. 3.	Commercial Relations (State Department).
Vol. 4, No. 4.	Report of the Secretary of the Treasury on State of Finances.
Vol. 5, No. 5.	Report on Commerce and Navigation (Treasury Department).
Vol. 6, No. 6.	Report on Internal Commerce of the United States (Treasury Department).
Vol. 7, No. 7.	Report of the Comptroller of the Currency (Treasury Department).
Vol. 8, No. 8.	Report of the Commissioner of Internal Revenue (Treasury Department).
Vol. 9, No. 9.	Report of the Coast and Geodetic Survey (Treasury Department).
Vol. 10, No. 10.	Report of the Treasurer of the United States (Treasury Department).
Vol. 11, No. 11.	Report of the Director of the Mint (Treasury Department).
Vol. 12, No. 12.	Report of the Secretary of War.
Vol. 13, No. 13.	Report of the Chief of Engineers, parts I, II, etc. (War Department).
Vol. 14, No. 14.	Report of the Chief of Ordnance (War Department).
Vol. 15, No. 15.	Report of the Chief Signal Officer (War Department).
Vol. 16, No. 16.	Report of the Secretary of the Navy.
Vol. 17, No. 17.	Report of the Postmaster-General.
Vol. 18, No. 18.	Contracts for carrying the mails.
Vol. 19, No. 19.	Report of the Secretary of the Interior, parts 1, 2, etc.
Vol. 20, No. 20.	Report of the Director of the U. S. Geological Survey.
Vol. 21, No. 21.	Report on the Mineral Resources of the United States.
Vol. 22, No. 22.	Report of the Commissioner of Education.
Vol. 23, No. 23.	Report of the Attorney-General.
Vol. 24, No. 24.	Report of the Secretary of Agriculture.
Vol. 25, No. 25.	Report of the Chief of the Bureau of Animal Industry.
Vol. 26, No. 26.	Report of the Commissioner of Fish and Fisheries.
Vol. 27, No. 27.	Report of the Commissioner of Labor.
Vol. 28, No. 28.	Report of the Interstate Commerce Commission.
Vol. 29, No. 29.	Report of the Civil Service Commission.
Vol. 30, No. 30.	Report of the Smithsonian Institution.
Vol. 31, No. 31.	Report of the National Museum.
Vol. 32, No. 32.	Report of the Bureau of Ethnology, etc.

The simplicity of this scheme is emphasized by putting it in contrast with that now in vogue, as follows:

Vol. 1, No. 1, Pt. 1.	Foreign Relations of the United States.
Vol. 2, No. 1, Pt. 2.	Report of Secretary of War, Vol. 1.
Vol. 3, No. 1, Pt. 2.	Report of Secretary of War, Vol. 2, Pt. 1. Engineers, Pt. 1.
Vol. 4, No. 1, Pt. 2.	Report of Secretary of War, Vol. 2, Pt. 2. Engineers, Pt. 2.
Vol. 5, No. 1, Pt. 2.	Report of Secretary of War, Vol. 2, Pt. 3. Engineers, Pt. 3.
Vol. 6, No. 1, Pt. 2.	Report of Secretary of War, Vol. 2, Pt. 4. Engineers, Pt. 4.
Vol. 7, No. 1, Pt. 2.	Report of Secretary of War, Vol. 3. Ordnance.
Vol. 8, No. 1, Pt. 3.	Report of Secretary of Navy, Vol. 1.
Vol. 9, No. 1, Pt. 3.	Report of Secretary of Navy, Vol. 2.
Vol. 10, No. 1, Pt. 4.	Report of Postmaster-General.
Vol. 11, No. 1, Pt. 5.	Report of Secretary of the Interior, Vol. 1. Lands, etc.
Vol. 12, No. 1, Pt. 5.	Report of Secretary of the Interior, Vol. 2. Indians.
Vol. 13, No. 1, Pt. 5.	Report of Secretary of the Interior, Vol. 3. Miscellaneous.
Vol. 14, No. 1, Pt. 5.	Report of Secretary of the Interior, Vol. 4, Pt. 1. Geological Survey, Pt. 1.
Vol. 14, Pt. 2, No. 1, Pt. 5.	Report of Secretary of the Interior, Vol. 4, Pt. 2. Geological Survey, Pt. 2.
Vol. 15, No. 1, Pt. 5.	Report of Secretary of the Interior, Vol. 5, Pt. 1. Education, Pt. 1.
Vol. 15, Pt. 2, No. 1, Pt. 5.	Report of Secretary of the Interior, Vol. 5, Pt. 2. Education, Pt. 2.
Vol. 16, No. 1, Pt. 6.	Report of Commissioners of District of Columbia.
Vol. 17, No. 1, Pt. 7.	Report of Secretary of Agriculture, etc.

The cause of the formidable notation of most of the annual reports of the Executive Departments above shown is, I suppose, found in the

ct that these reports are submitted to Congress by the President in nnection with his annual message. It is, however, curious to observe at to the message itself no distinct number is given, nor is it even dicated, in the notation or the table of contents accompanying the ecutive documents, where the message is found. The fact above ted does not appear to afford any adequate reason whatever for conuing for a single year this cumbersome system of numbering docuents. No advantage is gained by it. Not one person in a thound who handles these documents understands the meaning of it. It mply confuses and bewilders, and can well give way to a simpler sysm and one more readily comprehensible by all.

In my judgment, however, it would be still better to discontinue the assification of all annual publications as executive and miscellaneous ocuments of the Senate and House of Representatives. It in no wise cilitates reference to them, nor renders their identification more easy, at these publications are so classified. In fact, there is no evident ason why one should be classed as a Senate and another as a House ocument. They are all submitted to Congress and are printed by order, t of the Senate or of the House, but of the Congress. There seems, erefore, to be no good and satisfactory reason why these regular nual reports should be designated as documents either of the Senate of the House. It would, I think, on every consideration, be preferable at they should be issued as separate and distinct series, with uniform tle page and back title, excepting the date, so that each Department bureau series could be arranged by itself, if desired. The following amples embody the above suggestion:

PRESIDENT'S MESSAGE
and
FOREIGN RELATIONS.

1891.

State Department.

THE STATE
of the
FINANCES.

1891.

Treasury Department.

REPORT
of the
COMMISSIONER
of
INDIAN AFFAIRS.
1891.

Interior Department.

CONSULAR REPORTS.
Vol. 39.
Nos. 140 to 143.
MAY TO AUGUST,
1892.

State Department.

REPORT
of the
DIRECTOR
of the
UNITED STATES
GEOLOGICAL SURVEY.
1891—Vol. 1.
Interior Department.

REPORT
of the
SECRETARY
of
WAR,
with
Appendixes.
1891
War Department.

In contrast with these, the following shows the style now in force:

HOUSE
EXECUTIVE
DOCUMENTS,
1st Sess. 52d Cong.
1891–'92.
Vol. 1.

FOREIGN RELATIONS
of the
UNITED STATES.
1891.

HOUSE
MISCELLANEOUS
DOCUMENTS,
1st Sess. 52d Cong.
1891–'92.
Vol. 49.

CONSULAR REPORTS,
Nos. 140 to 143.
1892.

HOUSE
EXECUTIVE
DOCUMENTS,
1st Sess. 52d Cong.
1891–'92.
Vol. 5.

REPORT
of the
SECRETARY OF WAR.
Vol. 2—1891.
ENGINEERS—Part 3.

HOUSE
EXECUTIVE
DOCUMENTS,
1st Sess. 52d Cong.
1891–'92.
Vol. 17.

REPORT
of the
SECRETARY OF THE INTERIOR.
1891.
GEOLOGY—Part 4.

Should these suggestions be adopted; all the annual reports in question would be excluded from the category of executive or miscellaneous documents, leaving to be included in the simple classification of Senate and House documents only such communications as should, from time to time, be submitted to either House from the Executive Departments or from other sources. The number of volumes which these documents would annually form would be very small.

UNBOUND DOCUMENTS

A large and needless waste in the matter of public documents is occasioned by the enormous issue of unbound copies which takes place under present regulations.

It is undoubtedly true that many documents must be delivered in unbound form for the immediate use of Congress in current legislation, but in the aggregate these form only a small portion of those thus issued, chiefly reports of committees and certain of the current executive and miscellaneous documents. But that 600 or 700 copies each of the quarto volumes of the Eleventh Census, of Records of the Rebellion, of the Official Register of the United States, of the annual reports of the Bureau of Ethnology, of the Geological Survey, and of other costly scientific publications of the Government, and of such annual reports of Executive Departments as form each a separate and entire volume, should be issued in unbound form for such disposition as usually befalls these documents seems wholly unnecessary.

The documents of the Fifty-second Congress, delivered in unbound form, amounted to about 140,000 volumes. Of these, more than 100,000 were each separate and distinct works, comprising the most valuable of Government publications, and which, had they been bound before leaving the Printing Office, would have been serviceable for distribution, and so of value to the public.

I am aware that not a few of these documents are selected for binding by members of Congresss under the provision of law allowing each Senator and Representative to have bound in special binding, at public expense, for his own use, one copy of each and every document issued during his term of service. This, however, by no means exhausts the supply of unbound documents, especially as each member of Congress is supplied with a copy of each volume of Congressional documents, bound in full sheep or calf, for his personal use. Some, and perhaps many, members are satisfied with this last provision for their own library, and therefore make no demands upon the unbound collection.

Reform in this matter will consist either in largely reducing the number issued unbound, carefully discriminating between those that are and those that are not required for immediate use in legislation, or in binding all documents which constitute each by itself an independent volume before they are sent from the Printing Office, thus making them available for general distribution.

A GENERAL INDEX.

Nothing is more imperatively demanded in connection with public documents than a thorough, exhaustive, comprehensive index. The judgment of all librarians and others who have much to do with Government publications is voiced by the director of the New York State library, who says:

In view of the enormous amount of money spent by the General Government on public printing, it seems strange that proper provision for expert indexing has not yet been made. I should be willing to undertake to prove before a fair and competent jury that it would be an enormous gain in the practical value of our public documents if they could be satisfactorily indexed by an expert, even if the number of copies published were reduced so as to save twenty times the cost of the indexing. The trifling expense is the only conceivable objection to having this work properly done, and if the United States is too poor to pay for it they can make a specific economy by doing the two things for which there is a constantly growing demand from intelligent users: (1) Indexing the documents properly; (2) distributing them systematically to the libraries of the country. Half the number by this method would do five times the good.

And by the librarian of the Apprentices' Library, New York City, who, referring to this subject, uses the following language:

It is high time something was done to provide a clew to the many valuable works now buried in the literary labyrinth called "public documents." With a general index to all public documents heretofore published, on some simple and easily understood method of classification by subjects, librarians would frequently be able to put these Government publications to good use. As it is, neither the librarian nor the reader knows what they contain, and there is no way of finding it out. The consequence is, that, in the majority of cases, public documents are practically a useless incumbrance to a library. Yet no librarian would do without them, for he hopes that some day a key will be provided which will unlock their treasures.

A comprehensive index of all public documents would remedy the evils of which these gentlemen speak, and would increase immensely their use, and, therefore, their value to the public. It is no wonder that comparatively few are willing to take the time and trouble to trace the discussion of any particular subject as presented in these publications, or even to search for a single paper that is known to be embraced in some volume of this lengthening series, nor that librarians are so often confused and perplexed when asked where such papers are to be found. The very multiplicity of documents published makes such an index an imperative necessity, if these documents are to any large extent to be utilized and to subserve the purposes for which they are printed and distributed. It should be prepared after methods approved by the best indexers, and week by week, as documents are published, so that with the assembling of Congress each year the index of all documents issued during the preceding fiscal year may be ready for the use of Senators and Representatives, and of all others interested.

Provision should be made for extending this index backward over the documents of preceding Congresses until it shall embrace all the publications of the Government from the beginning.

The index which I have recently prepared of documents issued during the period covered by the Fifty-first and Fifty-second Congresses, and which will soon be published, is an effort in this direction, and will, I trust, prove an efficient suggestion as to the general form in which an index satisfactory to all may be embodied.

UNDISTRIBUTED DOCUMENTS.

It is estimated that there now remain in the various document storerooms, especially those about the Capitol, not less than 1,000,000 volumes of public documents, which represent the undistributed accumulations of many years. Some of these date back more than half a century. They embrace all classes of documents, and are, of course, as individual volumes, of greatly varying value. The great mass of them, however, are probably of very little worth for distribution among the public at large. Few citizens would care to receive these old publications, and if distributed promiscuously, as are many documents, they

will be simply thrown away. By far the most advantageous disposition that can be made of these documents is to use them, first, to supply deficiencies in the public, university, and college libraries of the country; secondly, to make them the nuclei of new public libraries in communities where no libraries now exist, and to this extent encourage the formation of new libraries. For these purposes this great collection of old documents is most valuable. If they are allowed to be scattered by an indiscriminate distribution, no such opportunity to benefit libraries, and the public through them, is likely ever again to occur.

To accomplish this end, however, they should all be turned over to some one officer of the Government, who shall be responsible for the distribution of the entire number, and shall see that each State receives its equitable share, and that the documents are most advantageously placed for reaching the public at large. It is because I believe this to be by far the best use that can be made of these old documents that I regret the provision in the printing bill now before Congress which turns them all over pro rata to the members of the present Congress. Of course, no individual Congress has any claim upon them. It is only a question of how most advantageously to dispose of them, which ought to be done at once, as at present they serve no good purpose, but are only an incumbrance. Undoubtedly under the provisions of the bill referred to, some, perhaps many, of these volumes will find their way into public libraries, but few members of Congress, I imagine, will be able to take the time and trouble to ascertain whether the libraries to which they may transmit a portion of their quota are not already supplied with these very documents. If the distribution proposed is made, the quota of each Senator and Representative will be about 2,000 volumes, of which I think it is safe to say that not more than one-fourth will be of any practical value, unless deposited in libraries now without them. Most of them are too antiquated for general distribution, and if so distributed will soon find their way to the junk shop and paper mill.

A NEW DEPARTURE.

I take the opportunity, in this connection, of saying that, in my judgment, the time has come for a new and somewhat radical departure in the whole matter of the distribution of public documents. The present system involves, of necessity, a measure of injustice and partiality, and tends to burden the Government with an ever-increasing expenditure in the way of public printing. The edition of any particular document issued, even if, as in the case of the Agricultural Report, it is no less than 500,000 copies, suffices for supplying the volume to only one in a large number of the citizens of a State or Congressional district, of whom at least many others are equally entitled to a copy. As for documents issued in editions of the ordinary number, very few can receive a copy. It is not possible, therefore, to make any equitable distribution of them among the population, for where only one person can be supplied, a score, a hundred, or a thousand more have, on every proper consideration, an equally just claim to the favor. The proportion of those who can not secure documents must also necessarily increase with the increase of population, unless Congress is willing to make constantly increasing appropriations for the printing of documents for gratuitous distribution.

Constant discrimination must, therefore, be practiced in the granting of these gratuities at the public expense, and it is no unreasonable or unjust reflection upon members of Congress to suppose that in many

if not the majority of cases this discrimination is in the first place based chiefly upon partisan grounds, that these public favors are in Republican districts given to Republicans, and in Democratic districts to Democrats. This itself is destructive of any fair and equitable distribution of Government publications, unless, indeed, these publications are regarded as the personal perquisite of each Senator and Representative, to be placed where, in a political sense, they will do the most good, or to be used in any other way for his personal advantage. This supposition, however, involves the denial of every argument and principle by which the printing and distribution, at vast expense, of public documents has hitherto been justified, and also the assumption of authority on the part of Congress to add indefinitely to the "personal perquisites" of its members.

In view of these facts, it is worthy of serious consideration whether the printing of documents for general gratuitous distribution may not properly and wisely be greatly restricted, if not altogether terminated, and in its place be substituted their publication only for the use of officers of the Government, for deposit in public libraries, and for sale. I would suggest that a sufficient number of all the publications of the Government be issued to supply one library in each Congressional district and two at large in each State with a copy of each document, these libraries to be designated depositories of public documents; and that an additional number of all important and valuable publications be issued sufficient for the supply of, say, 10 public, university, college, and school libraries in each Congressional district, and 20 at large in each State, to be named by Senators and Representatives.

In the case of States and districts in which libraries to the number specified have not yet been established, then documents should be deposited in the chief centers of population with some public officer of the county or town, who will hold them for the use of the community, thus bringing them within the reach of all the citizens, and encouraging, as it would in many instances, the establishment of permanent public libraries. When this liberal provision for libraries is made, the gratuitous distribution to individuals may properly cease. This principle has already been applied in the case of the Official Gazette of the Patent Office and of certain publications of the Geological Survey, and works, I believe, to the satisfaction of all concerned.

Adequate provision must of course be made for the sale of documents, the price of which should be merely the cost of reproducing them from stereotype plates. When it is made possible for a citizen to consult a public document by resorting to the public library of the town, it can not be considered a hardship if he be required to pay the small price at which it can be purchased should he desire a copy for his own personal use, either because of its intrinsic value or because it fills a vacant space in his library case. The begging of documents by our citizens, and the giving of them as a complimentary gratuity by officers of the Government, can not but have a demoralizing tendency. Therefore, for both economical and moral reasons, I believe it would be best to discourage their general gratuitous distribution, and to make such provision that any one desiring them can, in an independent and manly way, secure them by purchase.

A BUREAU OF DOCUMENTS.

The experience and observation of each succeeding year in the matter of the distribution of public documents only help to confirm the conviction that the one reform most essential, whether regard be had

to economy, or to the general convenience, or to approved business methods, is the establishment of one single bureau or office at which the whole business of distributing the publications of the Government issued for gratuitous distribution, shall be conducted. It is doubtful if any other instance can be cited in the conduct either of important public or private affairs in which methods so illy considered, so wasteful, so wanting in system, and in general so vicious, have obtained and continued in force year after year, with no serious effort at correction.

The business of publishing and distributing documents has grown to large proportions, and every one will admit that the distributing as well as the publishing should be done on sound business principles. The Government has no money to squander in this direction more than in the transaction of its ordinary executive business, over the expenditures for which a most watchful supervision is exercised.

The question of how most advantageously to the public, most economically to the Government, most conveniently to all concerned, the distribution of the vast mass of public literature which issues from the Government Printing Office can be made, certainly deserves consideration, and if better methods than now prevail can be suggested, they should be adopted without delay.

The chief evil of the present method is found in the fact that of nearly all public documents there are at least three, and often four, distinct agencies of distribution, viz., the Senate, the House of Representatives, the department under whose supervision the document is prepared, and the special bureau or office from which it emanates. The laws authorizing the printing of documents usually run as follows: So many copies for the use of the Senate, so many for the use of the House of Representatives, and so many for the use of the Department or bureau by which they are prepared. In addition to this, each Department publishes an edition, large or small, of its own annual reports for its own use. Now, all these distributing agencies act for the most part without any information as to, or regard for, what the others are doing. One unavoidable consequence is, that duplication and triplication of Government favors in the form of documents, often costly, exist to a large degree. Another consequence is the employment of an unnecessary number of officers and agents in transacting the work of distribution. Under the present methods, the document and folding rooms of the Senate and House must be maintained, and corresponding offices in the several Executive Departments and bureaus, each with its equipment of officers and subordinates, when the whole business might and should be conducted under the supervision of a single set of officers, involving, almost as a matter of course, a less number of subordinates and largely reduced expenditures.

A third consequence of this multiplicity of agents of distribution is the scarcely less than general confusion that exists, as well in the minds of members of Congress as on the part of the public at large, as to where many Government publications are to be obtained, the ascertainment of which information costs often not a little trouble and annoyance. Senators and Representatives are aware that attention to the requests of their constituents in the matter of documents involves repeated visits to or correspondence with the several Departments of the Government, which they would generally, if practicable, gladly avoid.

All these and other evils could in the main be remedied by the establishment of a bureau of documents, under the general management of a competent executive officer, at which the entire business of distributing documents, excepting such as are required for official use, should be

conducted. This would make possible at once the introduction of sound business principles and methods into the conduct of this argel department of public affairs, which under existing conditions can not possibly be done. It would so centralize and systematize the whole work as to reduce expenses to the minimum. It would to a large extent relieve the Capitol and the several Executive Departments of that which is now an incumbrance in the way of masses of documents occupying rooms which are greatly needed for other purposes. It would make possible, by a simple system of registration, the prevention of all duplication in the distribution of documents of sufficient value to warrant the expense of such registration, and thus make a given number of the same available for the largest service. It would subserve the convenience of all having to do with documents, as it would provide a single source from which documents themselves or information regarding them could always promptly be secured. It would relieve members of Congress of much of the trouble and annoyance which they now experience, as it substitutes one place and agency for dealing with this whole question of documents, in place of the many now existing.

The building for the bureau of documents should be located in immediate proximity to the Government Printing Office, so that from the bindery all documents could be transferred to it without the employment of wagon transportation, thus avoiding the large expense that now attends the delivery of documents to the Capitol and the Executive Departments. It should, however, be entirely independent of the Printing Office, its chief officer being appointed by the President and confirmed by the Senate. The two offices should operate as checks upon each other.

A branch post-office should be established at the bureau, so that all documents could be mailed at once and taken directly to the postal cars at the railroad station, and thus avoid all the expense of hauling them to the city post-office for mailing, as well as the rehandling there required. The necessity for a new printing office may make the erection of the necessary building for a bureau of documents easily practicable, and it may also be found that the building can be so located that railroad tracks can be readily laid to the very doors of the bureau, so that documents could be mailed without any wagon transportation at all.

It is probable that few persons have any adequate conception of the amount of such transportation rendered necessary by the present system. It is estimated that the weight, for instance, of the annual editions of the following publications exceeds the figures named:

	Tons.
Report of the Secretary of Agriculture	650
Report of the Commissioner of Education	60
Report of the Smithsonian Institution	50
Report of the Geological Survey	120
Abridgement of Message and Documents	50

That the weight of the reports of the Eleventh Census will not be less than 1,300 tons, nor that of the entire edition of Rebellion Records less than 2,000 tons. The weight of the "usual number" edition of the documents of the Fifty-second Congress probably exceeds 650 tons, while that of all the documents appertaining to or issued during the Fifty-second Congress can not be less than 5,000 tons, or 10,000,000 pounds.

Under the existing system most of these documents, before they leave the city on the way to their final destination, must be transferred first from the bindery to the Congressional or departmental folding rooms, then from these folding rooms to the post-office, and finally from

the post-office to the railway station, necessitating their being handled at least seven times. This is equivalent to the loading, unloading, and wagon transportation from one place to another of 15,000 tons, or 30,000,000 pounds, and to the single handling of 35,000 tons, or 70,000,000 pounds, of the public documents of a single Congress.

By the establishment of a bureau of documents, as suggested, however, with railway tracks adjacent thereto, the labor and expense of this multiplied hauling and handling of documents can be vastly reduced. The documents would then be delivered by the bindery to the bureau, and by the bureau to the mail car, without the intervention of any wagon transportation whatever, and with the least possible amount of handling of individual volumes.

When regarded from a business point of view, there seems to be no single legitimate objection to the establishment of such a bureau of distribution, subserving, as it must, the general convenience, and resulting, as it may readily be made to do, in a large saving of public money. It is certain that if this were the business of an individual, and not of the Government—if the expenses were paid from a private purse and not from the public treasury—the clumsy and costly system now in force would not be tolerated a single day.

It is objected to the establishment of a bureau of documents that it will, in some way, interfere with the rights and prerogatives of members of Congress and heads of departments and bureaus, and put in jeopardy certain privileges now enjoyed by them. This objection, however, is absolutely without foundation. What can the head of the bureau of documents do in this direction that can not now be done by the superintendents of the Senate and House folding rooms? Whatever privileges are granted by law would continue, and it would be very easy for Congress to formulate such regulations for application in the daily administration of the bureau as would secure each member the full enjoyment of these privileges. No document belonging to the quota of any Senator or Representative would be distributed except upon his order, and then not without having his "compliments" or his autograph attached, or without its being accompanied by information that it is sent upon his order, thus securing to him all the credit and honor attaching to the gift.

Should any Senator or Representative, as would undoubtedly sometimes be the case, desire to withdraw the whole or a portion of his quota of any document from the bureau for the purpose of personally supervising its distribution, or of attaching his frank to the individual volumes with his own hands, this could be done as readily as under the existing system. During sessions of Congress such telephonic and messenger service should be provided as the convenience of members requires, so that their orders could reach the bureau and be executed with the least possible delay.

The same remarks apply to the heads of departments and offices of the Government whose quotas of documents would be held for distribution by the bureau. Their privileges should and could be just as carefully guarded in every particular, and whatever advantages are supposed to accrue from their direct distribution of documents should in all the correspondence and other acts of the bureau be secured to them. All these things are mere matters of detail in the administration of the bureau, and it is believed can be readily arranged to the entire satisfaction of all concerned.

It is also urged as an objection to the proposed plan that probably certain members of Congress would be unwilling to submit to the head

of the bureau lists of constituents to whom they wish their documents sent, lest some partisan or unfriendly use should be made of them. In reply to this, it may be said that the bureau of documents is the last place in which a partisan spirit should be tolerated, and that the least attempt to make use of lists in the manner indicated should meet with summary punishment. This can be provided for by bureau regulations or by Congressional action. In the second place, the same objection holds against submitting lists to the superintendents of the folding rooms of the two Houses. The same perverted use can as readily be made of them there as in the bureau of documents. The fact is, however, that this evil is probably one of the imagination alone. In the third place, if any member of Congress fears that his lists will not be treated confidentially by the bureau, or if for any reason he prefers that no one shall know what disposition he makes of his documents, he will always be at liberty, as now, to withdraw his quota and distribute it from his own rooms.

Objection has also been raised against a bureau of documents on the alleged ground that it will increase the expense of their distribution; that such a bureau, once established, will tend to grow in the matter of employés altogether beyond the necessities of the service. What has been already said is perhaps a sufficient reply to this objection. The saving which might be effected in the single matter of transportation would suffice to pay a large portion of the expenses of the bureau, while the centralization and consolidation of the whole business will, if properly conducted, necessarily render it possible to reduce the number of employés required. In addition, much space now occupied by documents in the Departments, at the Capitol, and in rented buildings will become available for other uses, and rent now being paid for equivalent accommodations cease. In a building constructed especially for the purpose, documents can be stored and handled much more economically, both as to space and labor, than in the ordinary document rooms. Furthermore, the number of employés of the bureau could not, at any time, exceed that which Congress deems proper, any more than is the case with the folding rooms of the Senate and House, as the number must be determined by the action of Congress itself. All apprehension of extravagance in this direction is, in my judgment, entirely without foundation. If the plan suggested is ever tried, the condition of things in this respect will be found eminently satisfactory in comparison with that which now exists.

It is somewhat singular that a practice which is approved and adopted in the interest of economy in the transaction of almost every other large business should be questioned and refused application in this, as though the unification and consolidation of this whole work would result in larger expenditures. On the contrary, it is altogether probable that the amount saved by discontinuing the present system and establishing a single bureau of documents would suffice to pay nearly all, if not the entire, expenses of its administration.

It is not believed that any possible arguments can be urged against the proposition here submitted which can justify continuing the cumbersome and extravagant system now in vogue, or the force of which would not be quickly dissipated by the practical operations of the bureau of documents, which, under the strictly impartial, upright, and responsible administration of its affairs that alone should be tolerated, would soon vindicate the wisdom of its establishment by introducing convenience, order, unity, and economy into this by no means unimportant department of the public service.

To recapitulate, the reforms above suggested are:

First. A change in the binding of documents, so that they shall present a more attractive appearance.

Second. The discontinuance of the practice of issuing the same document in several editions with differing titles.

Third. A modification of the classification of documents in the interest of simplicity and general convenience.

Fourth. The stopping the issue, in unbound form, of documents not required for immediate use.

Fifth. The preparation of a general comprehensive index of all public documents.

Sixth. The utilization of documents more largely in the interest of public libraries, and through them of the public at large.

Seventh. The restriction of the gratuitous distribution of documents, and more satisfactory provision for their sale.

Eighth. The establishment of a bureau of documents by which the whole business of distributing documents shall be conducted.

I am glad to call attention to the fact that provisions for effecting some of these reforms are embraced in the printing bill which has been under consideration by the present Congress and is now in conference.

This bill provides more liberally than do existing laws for public libraries, especially those which are designated as depositories of documents, but its provisions for the many other libraries of the country are inadequate. It also provides in a very satisfactory way for cataloguing and indexing all future publications of the Government, but makes no provision of this character for those already issued. This need is, however, partially met by a separate bill now under consideration by Congress.

The printing bill also favorably modifies the classification of documents, and aims to prevent hereafter the accumulations of undistributed documents, such as now encumber certain folding rooms of the Government. As a whole, the bill is the most comprehensive and the best relating to this subject that has ever been presented to Congress, and with certain modifications which can yet be made, not in the least affecting its integrity, its enactment into a law, which it is hoped may be speedily accomplished, will, without question, subserve the convenience and interests of all concerned.

That other changes in existing methods of dealing with the subject of public documents in the interest of economy and of the public convenience are not provided for, and especially that the generally faulty, extravagant, heterogeneous, and unbusinesslike system of distributing documents hitherto prevailing is still to be left in force, is much to be regretted.

It is, perhaps, not too much to hope that other measures necessary to accomplish all these reforms may soon receive the attention and approval of Congress, and, in particular, that when the new printing office, the erection of which is urged alike by the demands of the public service and of humanity, shall be provided for, the plan may embrace within its scope the erection also of an adjacent building, in which shall be centralized and conducted, in accordance with approved business methods, the whole work of distributing the publications of the Government.

Very respectfully,

JOHN G. AMES,
Superintendent of Documents.

Hon. HOKE SMITH,
Secretary of the Interior.

RECEIPT, DISTRIBUTION, AND SALE OF PUBLIC DOCUMENTS.

DEPARTMENT OF THE INTERIOR,
Washington, December 6, 1894.

SIR: In submitting my report regarding the receipt, distribution, sale, etc., of public documents, I have to say that as only the briefest summary of the work of my office was last year presented for incorporation in your annual report, the statistics herein given are made to cover the last two fiscal years, viz, 1892–94.

During this period the following publications were received by the Department for distribution on behalf of the Government, viz:

The journals, executive documents, miscellaneous documents, and reports of the two Houses of Congress, bound in leather.

The reports of the Secretary of the Interior and of the subordinate officers of the Department.

The reports of the Supreme Court.

The Official Register of the United States.

The reports of the Eleventh Census.

CONGRESSIONAL DOCUMENTS.

Of these publications, there were received as follows:

Senate journals	1,305
Senate executive documents	5,880
Senate miscellaneous documents	5,460
Senate reports	5,860
House journals	1,305
House executive documents	32,912
House miscellaneous documents	38,782
House reports	940
Total	92,444

Being 420 of each Senate publication and 470 of each House publication delivered, excepting the journals, of which 435 copies were received.

These documents have been distributed as follows: To each State and Territorial library, one set; to the several institutions of each State and Territory which have been designated as depositories of public documents, in accordance with the provisions of section 501 of the Revised Statutes, one set each.

The institutions at present receiving publications of the Government as depositories of public documents are the following:

ALABAMA.

Agricultural and Mechanical College	Auburn.
Howard College	East Lake.
Southern University	Greensboro.
The State Library	Montgomery.
State Board of Health	Montgomery.
Spring Hill College	Spring Hill.
University of Alabama	University.
Wetumpka Academy Public Library	Wetumpka.

ARIZONA.

The Territorial Library	Phœnix.
The Free Public Library	Tucson.

ARKANSAS.

Arkansas Cumberland College	Clarksville.
Arkansas Industrial University	Fayetteville.
Public School Library Association	Fort Smith.
The Woman's Library Association	Helena.
Arkansas State Library	Little Rock.
Marquand Public Library	Little Rock.
Branch Normal College	Pine Bluff.

CALIFORNIA.

University of California	Berkeley.
The Public Library	Los Angeles.
California State Library	Sacramento.
Free Public Library	Sacramento.
Free Public Library	San Francisco.
Mechanics' Institute	San Francisco.
Free Public Library	Stockton.

COLORADO.

University of Colorado	Boulder.
Colorado College	Colorado Springs.
Colorado State Library	Denver.
Public Library	Denver.
McClelland Public Library	Pueblo.

CONNECTICUT.

Public Library and Reading Room	Bridgeport.
Connecticut State Library	Hartford.
Bar Library Association	Hartford.
Yale College	New Haven.
Public Library of New London	New London.
The Otis Library	Norwich.
The Bronson Library	Waterbury.

DELAWARE.

Delaware State Library	Dover.
New Castle Library Company	New Castle.
The Institute Library	Wilmington.

FLORIDA.

John B. Stetson University	De Land.
Conference College	Leesburg.
Public Library of Santa Rosa College	Milton.
Florida State Library	Tallahassee.
Seminary West of Suwannee River	Tallahassee.

GEORGIA.

University of Georgia	Athens.
Georgia State Library	Atlanta.
Young Men's Library Association	Atlanta.
Young Men's Library Association	Augusta.
Northern Georgia Agricultural College	Dahlonega.
The College Library	Gainesville.
The Public Library	Macon.
The Library Association	Newnan.
Emory College	Oxford.
Young Men's Library Association	Rome.
Georgia Historical Society	Savannah.

IDAHO.

Blackfoot District School	Blackfoot.
Idaho State Library	Boise City.
Public School Library	Lewiston.
Idaho State University	Moscow.

ILLINOIS.

Public Library	Belleville.
Illinois Wesleyan University	Bloomington.
Southern Illinois Normal University	Carbondale.
Library Association	Carrollton.
University of Illinois	Champaign.
Chicago Historical Society	Chicago.
Newberry Library	Chicago.
Public Library	Chicago.
Gail Borden Public Library	Elgin.
Cook County Normal School	Englewood.
Northwestern University	Evanston.
Public Library	Joliet.
Monmouth College	Monmouth.
Seminary Library	Mount Carroll.
Supreme Court Library	Mount Vernon.
Illinois State Normal University	Normal.
Public Library	Olney.
Public Library	Peoria.
Public Library	Princeton.
Illinois State Library	Springfield.
Historical Library	Springfield.

INDIANA.

Indiana University	Bloomington.
Borden Institute	Borden.
Wabash College	Crawfordsville.
Willard Library	Evansville.
Franklin College	Franklin.
De Pauw University	Greencastle.
Hanover College	Hanover.
Free Library of the Public Schools	Huntington.
Indiana State Library	Indianapolis.
Butler University	Irvington.
Public Library	Lafayette.
Public Library	Muncie.
Lemonnier Library of Notre Dame du Lac	Notre Dame.
Northern Indiana Normal School	Valparaiso.
Vincennes University	Vincennes.

IOWA.

Public Library Association	Boone.
Public Library	Cedar Falls.
Free Public Library	Council Bluffs.
Library Association	Davenport.
Iowa State Library	Des Moines.
Public Library	Des Moines.
Young Men's Library Association	Dubuque.
Jefferson County Library Association	Fairfield.
Upper Iowa University	Fayette.
Iowa College	Grinnell.
State University of Iowa	Iowa City.
Wesleyan University	Mount Pleasant.
Sioux City Public Library	Sioux City.

KANSAS.

City Library	Lawrence.
Kansas State University	Lawrence.
Kansas State Agricultural College	Manhattan.
Free Library	Newton.
Public Library	Oswego.
Stockton Academy	Stockton.
Kansas State Library	Topeka.
Kansas State Historical Society	Topeka.

KENTUCKY.

Ogden College	Bowling Green.
Center College of Kentucky	Danville.
Kentucky State Library	Frankfort.
Georgetown College	Georgetown.
Kentucky University	Lexington.
Polytechnic Society of Kentucky	Louisville.
Trades and Labor Assembly	Louisville.
Uniontown College	Uniontown.

LOUISIANA.

Louisiana State University Agricultural and Mechanical College	Baton Rouge.
City and Public School Library	New Orleans.
Howard Memorial Library	New Orleans.
Louisiana State Normal School	Natchitoches.
Louisiana State Library	New Orleans.
New Orleans University Library	New Orleans.
Tulare University	New Orleans.
Gilbert Academy and Agricultural College	Winsted.

MAINE.

Maine State Library	Augusta.
Public Library	Bangor.
Bowdoin College	Brunswick.
Bates College	Lewiston.
Maine Historical Society	Portland.
Public Library	Portland.
Colby University	Waterville.

MARYLAND.

Maryland State Library	Annapolis.
St. John's College	Annapolis.
Enoch Pratt Free Library	Baltimore.
Johns Hopkins University	Baltimore.
Maryland Historical Society	Baltimore.
Peabody Institute	Baltimore.
Washington College	Chestertown.
Western Maryland College	Westminster.

MASSACHUSETTS.

Amherst College	Amherst.
Athenæum Library	Boston.
Chamber of Commerce	Boston.
Massachusetts Historical Society	Boston.
Massachusetts State Library	Boston.
Public Library	Boston.
Harvard College	Cambridge
Public Library	Dedham.
Middlesex Mechanics' Association	Lowell.
Free Public Library	Lynn.
Free Public Library	New Bedford.
Essex Institute	Salem.
Public Library	Taunton.
Free Public Library	Worcester.
American Antiquarian Society	Worcester.
Williams College	Williamstown.

MICHIGAN.

Michigan University	Ann Arbor.
Public School Library	Battle Creek.
Public Library	Bay City.
Detroit College	Detroit.
Public Library	Detroit.
Hoyt Public Library	East Saginaw.
Public Library	Grand Rapids.
Michigan Mining School	Houghton.
Free Public Library	Jackson.

MICHIGAN—continued.

Public Library	Kalamazoo.
Michigan State Library	Lansing.
Public School Library	Manistee.
Michigan Military Academy	Orchard Lake.
Ladies' Library Association	Port Huron.

MINNESOTA.

Public Library	Faribault.
State Normal School	Mankato.
Public Library	Minneapolis.
University of Minnesota	Minneapolis.
State Normal School	St. Cloud.
Minnesota Historical Society	St. Paul.
Minnesota State Library	St. Paul.
Library Association	Stillwater.
State Normal School	Winona.

MISSISSIPPI.

Mississippi State College	Clinton.
Cooper and Huddleston College	Daleville.
Mississippi State Normal School	Holly Springs.
Mississippi State Library	Jackson.
Agricultural and Mechanical College	Starkville.
Mississippi State University	University.

MISSOURI.

St. Vincent's College	Cape Girardeau.
Public Library	Carthage.
High School Library	Chillicothe.
Missouri State University	Columbia.
Westminster College	Fulton.
Public School Library	Gallatin.
Missouri State Library	Jefferson City.
Public Library	Kansas City.
Missouri State Normal School	Kirksville.
Missouri Military Academy	Mexico.
Free Public Library	St. Joseph.
College of Christian Brothers	St. Louis.
Missouri Historical Society	St. Louis.
Mercantile Library	St. Louis.
Public Library	St. Louis.
St. Louis University	St. Louis.
Drury College	Springfield.

MONTANA.

Montana College	Deer Lodge.
Helena Public Library	Helena.
Montana State Historical Library	Helena.
Missoula Public Library	Missoula.

NEBRASKA.

Public Library	Grand Island.
Hastings College	Hastings.
Nebraska State Library	Lincoln.
University of Nebraska	Lincoln.
Ladies' Library Association	Nebraska City.
Public Library	Omaha.

NEVADA.

Nevada State Library	Carson City.
Nevada State University	Reno.
Miners' Union Library	Virginia City.

NEW HAMPSHIRE.

New Hampshire State Library	Concord.
Public Library	Dover.
Dartmouth College	Hanover.
The City Library	Manchester.
Athenæum Library	Portsmouth.

NEW JERSEY.

Free Public Library	Jersey City.
Library and Lyceum	Morristown.
Burlington County Lyceum	Mount Holly.
Rutgers College	New Brunswick.
New Jersey Historical Society	Newark.
Free Public Library	Paterson.
College of New Jersey	Princeton.
Library Company	Salem.
New Jersey State Library	Trenton.

NEW MEXICO.

Territorial Library	Santa Fe.

NEW YORK.

New York State Library	Albany.
New York State Law Library	Albany.
Seymour Library	Auburn.
Library Association	Bath.
Brooklyn Library	Brooklyn.
Long Island Historical Society	Brooklyn.
Pratt Institute	Brooklyn.
Young Men's Christian Association	Brooklyn.
Grosvenor Public Library	Buffalo.
Herring Library, St. Lawrence University	Canton.
High School Library	Cobleskill.
Supreme Court Library	Delhi.
St. John's College	Fordham.
Union Free School	Glens Falls.
Cornell University	Ithica.
City Public Schools	Jamestown.
Free Public Library	Lockport.
Free Library	Newburg.
Astor Library	New York.
Chamber of Commerce	New York.
College of City of New York	New York.
Harlem Library	New York.
Columbia College	New York.
Cooper Union	New York.
Lenox Library	New York.
Mercantile Library	New York.
New York Historical Society	New York.
Reform Club Library	New York.
Young Men's Christian Association	New York.
City Library	Poughkeepsie.
Rochester University	Rochester.
Saratoga Athenæum	Saratoga.
Syracuse University	Syracuse.
Young Men's Association	Troy.
Public Library	Utica.

NORTH CAROLINA.

Public Library	Asheville.
University of North Carolina	Chapel Hill.
Davidson College	Davidson.
Trinity College	Durham.
High School Library	Garysburg.
City Graded School	Greensboro.
North Carolina State Library	Raleigh.
Old Hickory Club	Salisbury.
Library Association	Wilmington.

NORTH DAKOTA.

North Dakota State Library	Bismarck.
Agricultural College of North Dakota	Fargo.
North Dakota University	Grand Forks.
Jamestown College	Jamestown.

OHIO.

Mount Union College	Alliance.
Ohio University	Athens.
Public Library	Chillicothe.
Public Library	Cincinnati.
Case Library	Cleveland.
Public Library	Cleveland.
Ohio State Library	Columbus.
Public Library and Reading Room	Columbus.
Public Library	Dayton.
Ohio Wesleyan University	Delaware.
Kenyon College	Gambier.
Denison University	Granville.
Hiram College	Hiram.
Marietta College	Marietta.
Franklin College	New Athens.
Oberlin College	Oberlin.
Miami University	Oxford.
Public Library	Portsmouth.
Public Library	Sidney.
Warder Public Library	Springfield.
Public Library	Toledo.

OKLAHOMA.

Territorial Library	Guthrie.
Oklahoma University	Norman.

OREGON.

Oregon State Agricultural College	Corvallis.
University of Oregon	Eugene.
Library Association	Portland.
Oregon State Library	Salem.

PENNSYLVANIA.

Public School Library	Allegheny City.
Pennsylvania College	Gettysburg.
Pennsylvania State Library	Harrisburg.
School Library	Honesdale.
Normal College	Huntingdon.
Keystone State Normal School	Kutztown.
Central State Normal School	Lock Haven.
Pennsylvania State Normal School	Mansfield.
Dimmick Memorial Library	Mauch Chunk.
Allegheny College	Meadville.
Library Company	Norristown.
Franklin Institute	Philadelphia.
Historical Society of Pennsylvania	Philadelphia.
Library Company of Philadelphia	Philadelphia.
University of Pennsylvania	Philadelphia.
Mercantile Library	Philadelphia.
Wagner Free Institute of Science	Philadelphia.
Workingmen's Club of Germantown	Philadelphia.
Library Association	Pittsburg.
Law Library of Schuylkill County	Pottsville.
Lehigh University	South Bethlehem.
Pennsylvania State College	State College.
Warren Library Association	Warren.
Washington and Jefferson College	Washington.
Waynesburg College	Waynesburg.
Wyoming Historical and Geological Society	Wilkesbarre.

RHODE ISLAND.

East Greenwich Academy	East Greenwich.
Redwood Library and Atheneum	Newport.
Brown University	Providence.
Public Library	Providence.
Rhode Island State Library	Providence.

SOUTH CAROLINA.

Aiken Library	Aiken.
Charleston College	Charleston.
Charleston Library Society	Charleston.
University of South Carolina	Columbia.
South Carolina State Library	Columbia.
Clemson Agricultural College	Fort Hill.
Wofford College	Spartanburg.

SOUTH DAKOTA.

South Dakota Agricultural College	Brookings.
Pierre University	East Pierre.
South Dakota State Library	Pierre.
South Dakota State Normal School	Spearfish.
South Dakota University	Vermillion.

TENNESSEE.

Southwest Baptist University	Jackson.
Tennessee State University	Knoxville.
Institute Library	Lewisburg.
McFerrin College	Martin.
Library Association	McMinnville.
Cotton Exchange	Memphis.
Tennessee State Library	Nashville.
Vanderbilt University	Nashville.
Watkins' Institute	Nashville.
Martin College	Pulaski.
University of the South	Sewanee.
Tusculum College	Tusculum.

TEXAS.

Texas State Library	Austin.
Texas State University	Austin.
Agricultural and Mechanical College of Texas	College Station.
Chamber of Commerce	Fort Worth.
Lyceum Library	Houston.
Platonian Literary Society	Savoy.
Baylor University	Waco.
High School Library	Weatherford.

UTAH.

University of Utah	Salt Lake City.

VERMONT.

Fletcher Free Library	Burlington.
University of Vermont	Burlington.
Middlebury College	Middlebury.
Vermont State Library	Montpelier.

VIRGINIA.

University of Virginia	Charlottesville.
Emory and Henry College	Emory.
Hampden Sidney College	Hampden Sidney.
Virginia Military Institute	Lexington.
Virginia Historical Society	Richmond.
Virginia State Library	Richmond.
Virginia Normal and Collegiate Institute	Petersburg.
Roanoke College	Salem.

WASHINGTON.

Washington State Library	Olympia.
Agricultural College and School of Science	Pullman.
University of Washington	Seattle.
City Library	Tacoma.
Whitman College	Wallawalla.

WEST VIRGINIA.

West Virginia State Library	Charleston.
West Virginia State Normal School	Fairmont.
West Virginia State Normal School	Glenville.
Marshall College	Huntington.
West Virginia University	Morgantown.
Public Library	Wheeling.

WISCONSIN.

Appleton Library, Lawrence University	Appleton.
Beloit College	Beloit.
Free Public Library	Fond du Lac.
Public Library	La Crosse.
Wisconsin State Library	Madison.
Wisconsin State Historical Society	Madison.
Public Library	Milwaukee.
College of the Sacred Heart	Prairie du Chien.
Wisconsin State Normal School	River Falls.
Public Library	Sheboygan.

WYOMING.

Laramie County Public Library	Cheyenne.
Wyoming State Library	Cheyenne.
Wyoming University	Laramie.

Delay in binding documents designed for depositories is not as great as formerly. The following volumes, however, still remain to be bound and delivered by the Government Printing Office for transmission to these libraries:

FIFTIETH CONGRESS, FIRST SESSION.

House Executive Documents:
Vol. 20, parts 2 to 6. Diplomatic Correspondence of the Revolution.

FIFTY-FIRST CONGRESS, FIRST SESSION.

House Executive Documents:
Vol. 26, Nos. 40 to 105, except 55.

FIFTY-FIRST CONGRESS, SECOND SESSION.

Senate Miscellaneous Documents:
Vol. 1, Nos. 1 to 25.
House Executive Documents:
Vol. 19, No. 2.
House Miscellaneous Documents:
Vol. 1, Nos. 1 to 127, except 12, 13, 14, 77, 78, and 108.
House Reports:
Vol. 1, Nos. 3244 to 3471.
Vol. 2, No. 3472.

FIFTY-SECOND CONGRESS, FIRST SESSION.

Senate Executive Documents:
Vol. 2, Nos. 5, 53, and 157.
Vol. 3, parts 1, 4, 6, etc., No. 8.
Vol. 5, Nos. 42 to 83.
Vol. 6, Nos. 84 to 156, except 149 and 153.
Vol. 7, No. 149.
Senate Miscellaneous Documents:
Vol. 1, No. 1.
Vol. 5, Nos. 98 to 226, except 169 and 192.
Senate Reports:
Vol. 1, Nos. 1 to 148.
Vol. 5, Nos. 850 to 1116, except 986.
House Executive Documents:
Vol. 2, No. 1, part 2, vol. 1.
Vol. 9, No. 1, part 2, vol. 3.
Vol. 13, No. 1, part 3.
Vol. 23, No. 2.
Vol. 24, No. 3, part 1.
Vol. 25, No. 3, part 2.
Vol. 29, Nos. 8 to 28.
Vol. 31, No. 43, part 1.
Vol. 32, No. 43, part 2.
Vol. 34, Nos. 80 to 135, except 94.
House Miscellaneous Documents:
Vol. 16, Nos. 19 and 20.
Vol. 20, Nos. 25 and 336.
Vol. 40, No. 261.
Vol. 45, No. 337.
Vol. 49, No. 339.
Vol. 50, parts 2, 5, 6, etc., No. 340, parts 2, 5, 6, etc., Census 1890.
House Reports:
Vol. 5, Nos. 1303 to 1641, except 1454.
Vol. 6, No. 1454.
Vol. 12, No. 2090.

FIFTY-SECOND CONGRESS, SECOND SESSION.

Senate Executive Documents:
Vol. 1, Nos. 1 to 19.
Vol. 2, Nos. 20 to 68, except 37, 38, 65, and 66.
Vol. 4, No. 37, part 2.
Vol. 5, No. 38, part 1.
Vol. 8, Nos. 69 to 107, except 84 and 96, and 1 to 4, special session.
Vol. 9, Nos. 84 and 96.
Senate Miscellaneous Documents:
Vol. 1, Nos. 1 to 69, except 15, 53, 57, 64, 65, 66, 67, and 68.
Vol. 2, No. 15.
Vol. 6, No. 67.
Vol. 7, No. 68.
Senate Reports:
Vol. 1, Nos. 1117 to 1285.
Vol. 2, Nos. 1286 to 1393, and 1 to 9, special session.
Vol. 3, No. 1394.

FIFTY-SECOND CONGRESS, SECOND SESSION—continued.

House Executive Documents:
Vol. 2, No. 1, part 2, vol. 1.
Vol. 3, No. 1, part 2, vol. 2, part 1.
Vol. 4, No. 1, part 2, vol. 2, part 2.
Vol. 5, No. 1, part 2, vol. 2, part 3.
Vol. 6, No. 1, part 2, vol. 2, part 4.
Vol. 7, No. 1, part 2, vol. 2, part 5.
Vol. 8, No. 1, part 2, vol. 3.
Vol. 10, No. 1, part 3.
Vol. 11, No. 1, part 4.
Vol. 12, No. 1, part 5, vol. 1.
Vol. 13, No. 1, part 5, vol. 2.
Vol. 14, No. 1, part 5, vol. 3.
Vol. 16, No. 1, part 5, vol. 4, part 2.
Vol. 17, No. 1, part 5, vol. 4, part 3.
Vol. 18, No. 1, part 5, vol. 5, part 1.
Vol. 19, No. 1, part 5, vol. 5, part 2.
House Executive Documents:
Vol. 21, No. 1, part 7.
Vol. 22, No. 1, parts 8 and 9, and Nos. 4 and 7.
Vol. 23, No. 2.
Vol. 24, No. 3, part 1.
Vol. 25, No. 3, part 2.
Vol. 27, No. 6.
Vol. 28, Nos. 8 to 127, except 43 and 72.
Vol. 30, Nos. 128 to 229, except 161 and 228.
Vol. 31, No. 228.
Vol. 32, Nos. 230 to 255.
Vol. 33, No. 256.
Vol. 34, No. 257.
House Miscellaneous Documents:
Vol. 1, Nos. 1 to 94, except 11, 40, 41, 42, 43, 83, and 90.
Vol. 7, No. 83.
Vol. 9, No. 95.
Vol. 10, No. 96, part 1.
Vol. 11, No. 96, part 2.
Vol. 12, No. 96, part 3.
Vol. 13, No. 96, part 4.
Vol. 18, Nos. 108 and 109.
Vol. 19, Nos. 110 and 111.
Vol. 21, No. 113.
Vol. 23, No. 114, part 2.
Vol. 26, No. 117.
Vol. 28, No. 119.
House Reports:
Vol. 1, Nos. 2148 to 2317.
Vol. 2, Nos. 2318 to 2446.
Vol. 3, Nos. 2447 to 2621.

These comprise about 100 volumes belonging to Congresses prior to the present. Of the documents of the first and second sessions of the Fifty-third Congress, only three volumes have yet been received in leather binding. Those yet to be bound will probably amount to not less than 100 volumes. It will be specially gratifying to librarians to

learn that the printing bill now before Congress provides that "in binding documents, the Public Printer shall give precedence to those that are to be distributed to libraries and to designated depositories." They may, therefore, as soon as this bill becomes a law, expect a more prompt delivery of documents to which they are entitled.

REPORTS OF THE DEPARTMENT AND MISCELLANEOUS DOCUMENTS.

Of the reports of the Secretary of the Interior and of the several subordinate officers of the Department, and of other miscellaneous publications of the Government, 156,218 were received. Many of these documents are in pamphlet form. All were issued for the official use of the Department and its several bureaus, and for their discretionary distribution.

In addition there were received 2,988 volumes of decisions of the Department relating to public lands, and 1,842 volumes of the decisions of the Department relating to pensions, which were published exclusively for official use and for sale.

In this connection attention is called to the importance of having a larger number of the volumes containing land and pension decisions printed. Of land decisions subsequent to volume 12, very few copies now remain, while two of the volumes are entirely exhausted. At the same time constant applications for the purchase of these volumes are being received by the Department. A joint resolution providing for the printing of additional copies passed the House at the last session and is now before the Senate Committee on Printing. Inasmuch as the money received from the sale of these volumes is at once turned into the Treasury, there would seem to be no substantial reason why they should not be printed in sufficient number to meet all demands from persons desiring to purchase them.

OFFICIAL REGISTER OF THE UNITED STATES.

During the last two years 2,500 copies of the Official Register of 1891, volume 2, and 2,500 copies each of volumes 1 and 2 of the Register of 1893 were received from the Public Printer, distribution of which has been made to the Executive Departments and offices of the Government, to Members of Congress, and to libraries, in compliance with the provisions of act of December 15, 1877.

The Register of 1893, compiled under my supervision, was completed at an earlier date than previous registers, partly because of the special efficiency of the clerks employed on the work and partly because of the prompt cooperation of the Printing Office.

The Official Register increases regularly in size, showing a constant increase in the number of officers and employees of the Government. That for 1893 comprises two imperial octavo volumes, aggregating 2,767 pages, being 163 pages more than the Register of 1891. The number of officers and employees on July 1, 1893, was about 190,000, of whom about 120,000 were connected with the postal service.

THE ELEVENTH CENSUS.

By act of Congress, approved February 23, 1893, the whole of the cloth-bound edition of the reports of the Census of 1890 was made distributable by this Department, chiefly upon the orders of Senators and Representatives.

Of this series of publications there were received prior to July 1, 1894, as follows:

	Copies.
The Compendium:	
Part 1	48,881
Part 2	26,458
FINAL VOLUMES.	
Report on Mineral Industries	9,646
Report on Public Debt	10,036
Report on the Population and Resources of Alaska	9,131
MONOGRAPHS.	
Vital Statistics of District of Columbia and Baltimore	2,887
Education in the United States	2,732
Electrical Industries in New York	3,000
Textile Industries in the United States	2,800
Transportation on the Pacific Coast	3,000

These volumes have been distributed as far as orders to this effect have been received from those entitled to direct such distribution.

The abstract and two additional monographs have been published since July 1.

One more part of the Compendium is yet to be issued, but it is not probable that it will be published for a year or more.

It is estimated that the series will embrace at least twenty additional volumes of final reports, together with the digest and statistical atlas. It is therefore evident that much time must elapse before the publication of this series is completed.

It is proper in this connection to call the attention of those librarians in the several States who are not yet assured that the names of their libraries are on the mailing list of this office to receive the census reports to the fact that if they desire to secure them they must make application to their respective Representatives or Senators, upon whose order alone they can be supplied.

SUPREME COURT REPORTS.

Three hundred and seventy-six copies each of volumes 144 to 152 of United States reports were received from the Reporter of the Supreme Court during the years 1892–1894, which were distributed in accordance with the provisions of section 683 of the Revised Statutes and of an act of Congress approved February 12, 1889.

Appeals continue to be made to the Department, especially by United States judges, for certain volumes of these reports in which their sets are deficient. They can not, however, be supplied, as no appropriation is available for their purchase. A bill making adequate provision for meeting all such requests was prepared and submitted to the proper committees of the two Houses of Congress at the last session, but so far as learned, no action has yet been taken in the matter. Some provision, continuous in its operation, ought to be made before the expiration of the present Congress for supplying these reports to all judges and officers of the Government whose duties involve their constant use.

PUBLICATIONS OF THE UNITED STATES GEOLOGICAL SURVEY.

By joint resolution approved March 3, 1887, this Department transmits a copy each of the monographs, the bulletins, and the miscellaneous publications of the Geological Survey to two libraries in each Congressional district and to four additional in each State. The annual

Normal School	Florence.
The Wheeler Rifles	Florence.
Young Men's Christian Association	Huntsville.
Male and Female College	Lafayette.
Judson Female Seminary	Marion.
Athelston Library	Mobile.
Young Men's Christian Association	Montgomery.
Public School	Opelika.
Young Men's Christian Association	Selma.
Normal School	Troy.
Pierson Library, Insane Asylum	Tuscaloosa.
Alabama Conference Female College	Tuskegee.

ARIZONA.

Public Library Association	Phœnix.
Public Library	Tombstone.

ARKANSAS.

Ouchita College	Arkadelphia.
Central Collegiate Institute	Altus.
Arkansas College	Batesville.
Bryant's Interstate College	College Heights.
Public (Y. M. C. A.) Library	Conway.
High School	Evening Shade.
Female College	Hope.
La Crosse Academy	La Crosse.
Arkansas Society of Engineers, Architects and Surveyors	Little Rock.
Little Rock University	Little Rock.
High School	Lonoke.
Male and Female College	Morrillton.
Rogers Library	Rogers.

CALIFORNIA.

Free Public Library	Alameda.
Public School	Biggs.
Public School	Gridley.
Free Public Library	Oakland.
Petaluma Free Library	Petaluma.
Ventura Public Library	San Buenaventura.
Public Library	San Diego.
Mercantile Library	San Francisco.
Odd Fellows' Library	San Francisco.
San Mateo Library	San Meteo.
Santa Cruz Free Library	Santa Cruz.
Santa Rosa Free Library	Santa Rosa.

CONNECTICUT.

Douglass Library	Canaan.
Danbury Library	Danbury.
Free Public Library	Danielsonville.
Hartford Library	Hartford.
High School	Hartford.
Wesleyan University	Middletown.
High School	New Britain.
Public Library	New Haven.
Sheffield Scientific School	New Haven.
Public Library	Norwalk.
Ferguson Library	Stamford.
Willimantic Linen Company's Library	Willimantic.

DELAWARE.

Library Association	Dover.
Public Library	Milford.
Delaware College	Newark.
Corbit Library	Odessa.
Public School	Seaford.
Shields Library	Wilmington.

DISTRICT OF COLUMBIA.

Roman Catholic University	Brookland.
Columbia University	Washington.
High School	Washington.
Georgetown College	West Washington.

FLORIDA.

De Funiak Library	De Funiak Springs.
East Florida Seminary	Gainesville.
Agricultural College	Lake City.
Public Library	Lawtey.
Public School	Pensacola.
University Library	Tallahassee.
Normal School	White Springs.

GEORGIA.

Young Men's Christian Association	Acworth.
Brunswick Library	Brunswick.
Butler College	Butler.
Public Library	Cedartown.
Public Library	Columbus.
Stephens High School	Crawfordsville.
Demorest Normal School	Demorest.
Douglasville College	Douglasville.
Grantland Club	Griffin.
Institute Library	Hartwell.
Library Association	Hawkinsville.
Martin Institute	Jefferson.
Mercer University	Macon.
Wesleyan Female College	Macon.
Madison Library	Madison.
Middle Georgia Agricultural College	Milledgeville.
Public Library	Perry.
Brooks County Library	Quitman.
Georgia Medical Society	Savannah.
Library Association	Thomasville.
South Georgia Agricultural College	Thomasville.

IDAHO.

Public High School Library	Boise City.
Public School	Caldwell.
Camas Library	Camas.
Murray Library	Murray.
Weiser High School	Weiser.

ILLINOIS.

Jennie D. Hayner Library	Alton.
Public Library	Aurora.
Withers Library	Bloomington.
Public Library	Cairo.
Illinois Club	Chicago.
University of Chicago	Chicago.
Young Men's Library Association and Reading Room	Chicago.
Library Association	Cobden.
Public Library	Danville.
Free Public Library	Decatur.
Northern Illinois Normal School and Dixon Business College	Dixon.
Southern Illinois College	Enfield.
High School	Englewood.
Eureka College	Eureka.
Cosmopolitan Club	Evanston.
Ewing College	Ewing.
Freeport Public Library	Freeport.
Gnothantic Library of Knox College	Galesburg.
Public Library	Greenville.
Public Library	Hillsboro.
High School	Hyde Park.
Illinois College	Jacksonville.
Public Library	Kewanee.
Lake Forest University	Lake Forest.
Macomb City Free Public Library	Macomb.
High School	Mattoon.
Cassell Library of Mount Morris College	Mount Morris.
Library Association	Mount Sterling.
Scoville Institute	Oak Park.
High School	Ottawa.
Paxton School	Paxton.
Peoria Scientific Association	Peoria.
Public Library	Quincy.
Ravenswood Historical Society	Ravenswood.
Public Library	Rockford.
Augustana College	Rock Island.
Public Library	Rock Island.
Springfield Library	Springfield.
High School	Streator.
Public Library	Sycamore.
Public School	Vandalia.
Westfield College	Westfield.

INDIANA.

Public School	Crown Point.
Central Normal College	Danville.
Indiana Normal University	Evansville.
Concordia College	Fort Wayne.
High School	Fort Wayne.
Public School	Frankfort.
Patoka Township Library	Huntingburg.
City Library	Indianapolis.
High School	Indianapolis.
Public School Free Library	Kokomo.
City Library	Laporte.
High School	Laporte.
High School	Logansport.
Public Library	Marion.
Moores Hill College	Moores Hill.
De Pauw College	New Albany.
Workingmen's Institute	New Harmony.
Central Academy	Plainfield.
Earlham College	Richmond.
Rising Sun High School	Rising Sun.
High School	Rockville.
Library of St. Marys of the Woods	St. Marys.
St. Meinrad's College	St. Meinrad.
Seymour High School	Seymour.

INDIANA—continued.

St. Joseph County Teachers' Library	South Bend.
Library Association	Spiceland.
Indiana State Normal School	Terre Haute.
Rose Polytechnic School	Terre Haute.
Noble Township Library	Wabash.
Public School	Washington.

IOWA.

Normal School	Algona.
High School	Audubon.
Public Library	Bloomfield.
Free Public Library	Cedar Falls.
Iowa Masonic Library	Cedar Rapids.
Free Public Library	Charles City.
Public School	Clinton.
Amity College	College Springs.
Norwegian Luther College	Decorah.
Drake University	Des Moines.
Public School	Dewitt.
Parsons College	Fairfield.
Public Library Association	Fort Dodge.
Hull Institute	Hull.
Free Public Library	Independence.
Simpson Centenary College	Indianola.
Library Association	Keokuk.
High School	Missouri Valley.
Public Library	Mount Pleasant.
Cornell College	Mount Vernon.
Penn College	Oskaloosa.
Western Normal College and Shenandoah Commercial Institute	Shenandoah.
Public School	Sidney.
Buena Vista College	Storm Lake.
Western College	Toledo.
Public Library	Washington.

KANSAS.

Public Library	Atchison.
Dodge City Public Library	Dodge City.
State Normal School	Emporia.
Library Association	Garnett.
Campbell University	Holton.
Ladies' Library Association	Independence.
"L. R. C." Library	Junction City.
High School	Mankato.
City Library	McPherson.
Oswego College for Young Ladies	Oswego.
City Library	Paola.
Phillips County Library Association	Phillipsburg.
St. Marys College	St. Marys.
Kansas Wesleyan College	Salina.
Washburn College	Topeka.
Public Library	Troy.
Garfield College	Wichita.

KENTUCKY.

Berea College	Berea.
Alexander College	Burkesville.
Cecilian College	Cecilian.
Clinton College	Clinton.
Christian College	Columbia.
Catholic School	Earlington.
High School	Frenchburg.
Public Library	Georgetown.
Normal School	Glasgow.
Hartford College	Hartford.

KENTUCKY—continued.

High School	Jackson.
Hamilton College	Lexington.
Male High School	Louisville.
Southern Baptist Theological Seminary	Louisville.
Western Kentucky College	Mayfield.
Limestone Lodge, Knights of Pythias	Maysville.
Athenæum Library	Mount Sterling.
Odd Fellows Library Association	Newport.
Princeton Collegiate Institute	Princeton.
Central University	Richmond.
Bethel College	Russellville.
St. Marys College	St. Marys.
Riverside Seminary	Vanceburg.
Public Library	Versailles.

LOUISIANA.

Morehouse Central College	Bastrop.
Jefferson College	Convent.
Sugar Planters' Association of Ascension	Donaldsonville.
St. Charles College	Grand Coteau.
Homer College	Homer.
Centenary College	Jackson.
Old Keatchie College	Keatchie.
Mount Lebanon College	Mount Lebanon.
Soulé Mercantile College	New Orleans.
Straight University	New Orleans.
Young Men's Christian Association	New Orleans.
Sugar Planters' Association of Lafourche	Thibodeaux.

MAINE.

Young Men's Christian Association	Auburn.
East Maine Conference Seminary	Bucksport.
St. Croix Library Association	Calais.
Town Library	Dexter.
City Library	Ellsworth.
Western State Normal College	Farmington.
Wesleyan Seminary	Kents Hill.
Rice Library	Kittery.
Manufacturers and Mechanics' Library	Lewiston.
Norway Library	Norway.
Maine State College of Agriculture and Mechanical Arts	Orono.
York Institute	Saco.

MARYLAND.

Calumet Club	Baltimore.
Loyola College	Baltimore.
New Mercantile Library	Baltimore.
Odd Fellows' Library	Baltimore.
Woman's College of Baltimore	Baltimore.
Catonsville Library Association	Catonsville.
Maryland Agricultural College	College Park.
High School	Easton.
Rock Hill College	Ellicott City.
Library Association	Hagerstown.
New Windsor College	New Windsor.
Hannah More Academy	Reisterstown.
Library Company	Sandy Springs.
College Library	Woodstock.

MASSACHUSETTS.

Boston College	Boston.
Congregational Library	Boston.
Massachusetts Institute of Technology	Boston.
Public Library	Chelsea.
Bryant Free Library	Cummington.
Public Library	Fall River.
Public Library	Fitchburg.
Public Library	Haverhill.

MASSACHUSETTS—continued.

Public Library	Hingham.
Public Library	Holyoke.
Free Public Library	Lawrence.
City Library	Lowell.
Public Library	Malden.
Public Library	Marlboro.
Public Library	Middleboro.
Public Library	Newburyport.
Public Library	Newton.
Smith College	Northampton.
Burkshire Athenæum	Pittsfield.
Thomas Crane Public Library	Quincy
South Boston Public Library	South Boston.
Public Library	Southbridge.
Public Library	Spencer.
City Library Association	Springfield.
Tufts College Library	Tufts College.
Public Library	Woburn.
Clark University	Worcester.
Polytechnic Institute	Worcester.

MICHIGAN.

Agricultural College Library	Agricultural College.
Albion College	Albion.
Alma College	Alma.
Public School	Big Rapids.
Public School	Cassopolis.
Free Public Library	Coldwater.
Library of the Scientific Association	Detroit.
Public Library	East Saginaw.
Public Library	Eaton Rapids.
Public School	Escanaba.
Public School	Flint.
Akely College	Grand Haven.
Hillsdale College	Hillsdale.
Hope College	Holland.
Public Library	Ionia.
City Union Library	Lapeer.
Public School	Muskegon.
Public Library	Niles.
Ladies' Library	Pontiac.
Public School	Sault de Ste. Marie.
Union School	St. Clair.
Public Library	Three Rivers.
Sage Public Library	West Bay City.
Public Library	Wyandotte.
State Normal School	Ypsilanti.

MINNESOTA.

Albert Lea College	Albert Lea.
Free City Library	Albert Lea.
Public Library	Alexandria.
Chamber of Commerce	Duluth.
Public Library	Duluth.
Turn Verein	New Ulm.
Carlton College	Northfield.
Seminary Library	Red Wing.
City Library	St. Cloud.
Hamline University	St. Paul.
Public Library	St. Paul.
Gustavus Adolphus College	St. Peter.
Seminary Library	Willmar.
Free Library	Winona.

MISSISSIPPI.

Female College	Blue Mountain.
Whitforth Female College	Brookhaven.
Normal College	Buena Vista.
Waverly Institute	Byhalia.

MISSISSIPPI—continued.

Odd Fellows' Female College	Carrollton.
High School Public Library	Carthage.
Hillman Institute	Clinton.
College Library	Gillsburg.
Female College	Grenada.
Academy Library	Jefferson.
Calliopian Society	Summit.
Jefferson College	Washington.

MISSOURI.

Public School Library Association	Albany.
Ash Grove College	Ash Grove.
Avalon College	Avalon.
St. Joe Lead Company	Bonne Terre.
Kemper's Family School	Boonville.
Public School	Cameron.
Southeast Missouri Normal School	Cape Girardeau.
Baird College	Clinton.
Public School	Dexter.
Central College	Fayette.
Young Men's Library	Fredericktown.
Young Men's Christian Association	Independence.
Lincoln Institute	Jefferson City.
Public School	Kahoka.
High School	Kansas City.
Keytesville Library Association	Keytesville.
La Grange College	La Grange.
Collegiate Institute	Marionville.
Missouri Valley College	Marshall.
Hardin College	Mexico.
Public School	Nevada.
Park College	Parkville.
School of Mines	Rolla.
Public School	Savannah.
Society of Natural History	Sedalia.
Young Men's Christian Association	Sedalia.
High School	St. Louis.
St. Theresa's Library	St. Louis.
Washington University	St. Louis.
Missouri State Normal School	Warrensburg.
Central Wesleyan College	Warrenton.

MONTANA.

Bozeman Library	Bozeman.
Butte Public Library	Butte City.
Valeria Public Library	Great Falls.
Montana University	University Place.

NEBRASKA.

Public Library	Beatrice.
Doane College	Crete.
Franklin Academy	Franklin.
Normal School	Fremont.
Brunn Memorial Public Library	Humboldt
Agricultural Experiment Station, University of Nebraska	Lincoln.
Gates College	Neligh.
Matthewson Post, No. 109, G. A. R	Norfolk.
Creighton College	Omaha.
State Normal School	Peru.

NEVADA.

Public Library	Carlin.
Public School	Paradise.
Library Association	Reno.
Engineers and Mechanics' Library	Wadsworth.

NEW HAMPSHIRE.

Fiske Free Library	Claremont.
Public Library	Concord.
Manufacturers' and Village Library	Great Falls.
Public Library	Keene.
Public Library	Nashua.
Public Town Library	Peterboro.
Public Library	Rochester.
Simmons Free High School Library	Warner.

NEW JERSEY.

Delanco Library	Delanco.
Public Library and Reading Association	Elizabeth.
Peddie Institute	Hightstown.
St. Peter's College	Jersey City.
Public Library	Lakewood.
High School	Lawrenceville.
Library Association	Long Branch.
Drew Theological Seminary	Madison.
Free Library	Newark.
Free Public Library	Passaic.
Rahway Library Association	Rahway.
Seaton Hall College	South Orange.
Public Library	Vineland.

NEW MEXICO.

St. Ignatius House	Las Vegas.
St. Michael's College	Santa Fe.

NEW YORK.

Catholic Union	Albany.
State Normal School	Albany.
Union School	Albion.
Board of Trade	Amsterdam.
State Normal School	Brockport.
Adelphi Academy	Brooklyn.
Long Island Free Library	Brooklyn.
Loyola Union	Brooklyn.
Packer Collegiate Institute	Brooklyn.
St. Peter's Library	Brooklyn.
St. Vincent De Paul's Library	Brooklyn.
Spicer Memorial Library	Brooklyn.
German Young Men's Association	Buffalo.
North Buffalo Catholic Institute	Buffalo.
Public Library	Buffalo.
Union Free School and Academy	Canastota.
School District No. 1	Catskill.
Union Free School	Cattaraugus.
Seminary Library	Cazenovia.
Hamilton College	Clinton.
Toppenhausen Institute	College Point.
Franklin Hatch Library	Cortland.
Union School	Dansville.
Union Free School	Ellicottsville.
Young Men's Christian Association	Elmira.
Hobart College	Geneva.
Colgate University	Hamilton.
Union Free School	Herkimer.
High School	Hoosick Falls.
Hornell Society	Hornellsville.
Franklin Library Association	Hudson.
Library Association	Huntington.
Cornell Library	Ithaca.
Union Free School	Johnstown.
Academy Library	Kingston.
Free Public Library	Lockport.
Weed or Village College	Malone.
Convent of the Sacred Heart	Manhattanville.
Free School	Monticello.

NEW YORK—continued.

Apprentices' Library	New York.
College of St. Francis Xavier	New York.
Free Circulating Library	New York.
New York Press Club	New York.
New York Society	New York.
New York Turn Verein	New York.
Normal School	New York.
Reform Club	New York.
Roman Catholic Club	New York.
University Club	New York.
University of the City of New York	New York.
Washington Heights Free Library	New York.
Young Men's Railroad Reading Room	New York.
School Library	Nyack.
Public Library	Oneonta.
Oswego City Library	Oswego.
State Normal School	Oswego.
Field Library	Peekskill.
Railroad Young Men's Christian Association	Plattsburg.
Normal School	Potsdam.
Vassar College	Poughkeepsie.
Reynolds Library	Rochester.
Public Library	Skaneateles.
Central Library	Syracuse.
High School	Troy.
Oneida Historical Society	Utica.
Waterloo Library and Historical Society	Waterloo.
Public School	Watertown.
Public Library	Yonkers.

NORTH CAROLINA.

Elisha Mitchell Scientific Society	Chapel Hill.
Biddle University	Charlotte.
Charlotte Library	Charlotte.
Female Seminary	Clinton.
Concordia College	Conover.
Gaston College	Dallas.
Graded School	Goldsboro.
High School	Hayesville.
Goodwill Free Library	Ledger.
Young Men's Christian Association	Newbern.
Catawba College	Newton.
Oak Ridge Institute	Oak Ridge.
Clingman Library	Sparta.
College Library	Wake Forest.
High School	Wilson.
Graded School	Winston.

NORTH DAKOTA.

Public School	Bismarck.
Public School	Devils Lake.
Fargo College	Fargo.
State Normal School	Mayville.
University Library	Rolla.
Red River Valley University	Wahpeton.

OHIO.

Ohio Normal University	Ada.
Public Library	Akron.
Public Library	Bluffton.
Library Association	Bryan.
Public School	Cambridge.
Public Library	Canton.
Lane Theological Seminary	Cincinnati.
Society of Natural History	Cincinnati.
University Library	Cincinnati.
Public Library Association	Circleville.
Adelbert College	Cleveland.

OHIO—continued.

ibrary Association.....Cleveland.
rn Reserve Historical Society.....Cleveland.
nt College.....College Hill.
School.....Coshocton.
Library.....Cuyahoga Falls.
y Association.....Defiance.
rd Library.....Fremont.
School.....Gallipolis.
Library.....Germantown.
Free Library.....Hamilton.
Library.....Hillsboro.
ibrary.....Lancaster.
al Normal University.....Lebanon.
Library.....Lee.
School.....Leipsic.
Men's Christian Association.....Lima.
ester School.....Manchester.
rial Library Association.....Mansfield.
Library.....Mount Vernon.
School.....Newark.
School.....New Lexington.
rman's Institute.....New Lyme.
Men's Library and Reading Room Association.....Norwalk.
Library.....Painesville.
chool.....Piqua.
High School.....Sandusky.
e Library.....Scio.
on College.....Syracuse.
berg College.....Tiffin.
Library.....Urbana.
Library.....Washington.
rsity Library.....Wilberforce.
rsity Library.....Wooster.
Men's Christian Association.....Youngstown.
eum Library.....Zanesville.

OREGON.

Normal School.....Drain.
University.....Forest Grove.
nville Baptist College.....McMinnville.
ellows' Library.....Portland.
ny Public Library.....Roseburg.

PENNSYLVANIA.

gie Public Library.....Allegheny.
rn University of Pennsylvania.....Allegheny.
School.....Allentown.
nburg College.....Allentown.
nics' Library.....Altoona.
Public Library.....Andalusia.
on Valley College.....Annville.
e Library.....Beaver.
y Association.....Blairsville.
bia County Law Library.....Bloomsburg.
nson College.....Carlisle.
n Female College.....Chambersburg.
's Library.....Columbia.
School.....Curwensville.
as Beaver Library.....Danville.
n Library.....Easton.
ette College.....Easton.
ibrary.....Erie.
ls' Library.....Germantown.
School.....Greensburg.
nin County Historical Society.....Harrisburg.
Men's Christian Association.....Hazleton.
na Public Library.....Indiana.
ls Library of Abington.....Jenkintown.

PENNSYLVANIA—continued.

Franklin and Marshall College	Lancaster.
Bucknell University	Lewisburg.
Young Men's Christian Association	Lock Haven.
Library of Art and Historical Association	Meadville.
Union School	Mercer.
Lyceum Library	Minersville.
School Library	Montrose.
Young Men's Christian Association	New Brighton.
Young Men's Christian Association	New Castle.
Apprentices' Library	Philadelphia.
Free Library of Philadelphia	Philadelphia.
George Institute	Philadelphia.
German Society of Pennsylvania	Philadelphia.
Girard College	Philadelphia.
Philadelphia Club	Philadelphia.
Spring Garden Institute	Philadelphia.
Athenæum Library	Philadelphia.
West Philadelphia Institute	Philadelphia.
Iron City Microscopical Society	Pittsburg.
Athenæum Library	Pottsville.
Public Library	Reading.
Lackawanna Institute of History and Science	Scranton.
Public Library	Sewickley.
Public School	Sharon.
Somerset County Law Library	Somerset.
School Library	Tunkhannock.
Center Library Society	Van Dyke.
Public Library	West Chester.
Free Library	West Grove.
Conyngham Post, G. A. R	Wilkesbarre.
Public School	Williamsport.
Collegiate Institute	York.

RHODE ISLAND.

Rogers Free Library	Bristol.
People's Library	Newport.
Olneyville Free Library	Olneyville.
Free Library	Pawtucket.
High School Library	Providence.
George Hall Free Library	Warren.
Pawcatuck Public Library	Westerly.
Harris Institute	Woonsocket.

SOUTH CAROLINA.

High School	Charleston.
South Carolina Military Academy	Charleston.
Young Men's Christian Association	Charleston.
Lyceum Library	Cheraw.
Thornwell Orphanage	Clinton.
Smythe Theological Institute	Columbia.
Public Library	Edgefield.
Cooper Literary Society	Gaffney.
Library Association	Graniteville.
Furman University	Greenville.
Union Library Association	Marion.
College Library	Newberry.
Oats Library	Oats.
Claflin University	Orangeburg.
Reidville School	Reidville.

SOUTH DAKOTA.

Aberdeen Free Library	Aberdeen.
Young Men's Christian Association	Deadwood.
State Normal School	Madison.
University Library	Mitchell.
School of Mines	Rapid City.
All Saints' School	Sioux Falls.
Commercial Club	Sioux Falls.
College Library	Yankton.

TENNESSEE.

Webb School	Bell Buckle.
Female College	Brownsville.
Carthage Library	Carthage.
Library Association	Chattanooga.
Warren City Library	Chuckey City.
Southwestern Presbyterian University	Clarksville.
Atheneum Library	Columbia.
Battle Ground Academy	Franklin.
Howard Female College	Gallatin.
College Library	Hiwassee.
Public Library	Jackson.
Lawson McGhee Library	Knoxville.
Bethel College	McKenzie.
Christian Brothers' Library	Memphis.
Cossitt Library	Memphis.
Law Library	Memphis.
Y. M. H. Library	Memphis.
College Library	Milligan.
Nashville University	Nashville.
Normal School	Winchester.

TEXAS.

Public School	Athens.
Public School	Austin.
School of Geology, University of Texas	Austin.
Baylor Female College	Belton.
Carleton Library	Bonham.
Public School	Cisco.
Young Men's Christian Association	Corsicana.
Public School	Decatur.
Public Library	Fairfield.
Commercial Club	Fort Worth.
St. Mary's University	Galveston.
Southwestern University	Georgetown.
Public School	Hillsboro.
Sam Houston Normal Library	Huntsville.
Southeast Texas Male and Female College	Jasper.
Central College	Sulphur Springs.
Trinity University	Tehuacana.
Public School	Terrell.
Add Ran College	Thorp Spring.

UTAH.

Latter-Day Saints' College	Salt Lake City.

VERMONT.

Library Association	Bellows Falls.
Public Library	Bennington.
Vermont Episcopal Institute	Burlington.
Public Library	Chelsea.
Public Library	Richmond.
Free Public Library	Rutland.
Library Association	Windsor.
Norman Williams Public Library	Woodstock.

VIRGINIA.

Randolph Macon College	Ashland.
Young Men's Christian Association	Charlottesville.
Young Men's Christian Association	Danville.
Female Normal School	Farmville.
Artillery School	Fortress Monroe.
Young Men's Christian Association	Harrisonburg.
Town Library	Jonesville.
Washington and Lee University	Lexington.
Young Men's Christian Association	Lynchburg.
Young Men's Christian Association (colored)	Norfolk.
Young Men's Christian Association	Petersburg.

VIRGINIA—continued.

College Library	Richmond.
Mechanics' Institute	Richmond.
Young Men's Christian Association	Roanoke.
Young Men's Christian Association	Staunton.
Hubbard Library	Stuart.
Collegiate Institute	Suffolk.
William and Mary College	Williamsburg.
Library Association	Wytheville.

WASHINGTON.

State Normal School	Cheney.
Public Library	Seattle.
Spokane Mining Exchange	Spokane.
Union Library Association	Spokane.
High School	Tacoma.

WEST VIRGINIA.

College Library	Bethany.
West Virginia Normal and Classical Academy	Buckhannon.
Academy Library	Clarksburg.
Normal School	Concord Church.
High School	Farmington.
High School	Martinsburg.
West Virginia Experimental Station	Morgantown.
Literary Society	Romney.
School for Deaf and Blind	Romney.
Shepherd College	Shepherdstown.

WISCONSIN.

Vaughn Library	Ashland.
Public Library	Eau Claire.
Business Men's Association	Green Bay.
Wisconsin University	Madison.
Public Library	Marinette.
College Library	Milton.
Public Museum	Milwaukee.
Public School	Milwaukee.
High School	Monroe.
Theological Seminary	Nashotah.
High School	Neenah.
High School	Oshkosh.
Wisconsin State Normal School	Platteville.
High School	Portage.
High School	Prairie du Chien.
High School	Richland Center.
College Library	Ripon.
State Normal School	River Falls.
Carroll College	Waukesha.
Public Library	Waupun.
State Normal School	Whitewater.

WYOMING.

Wyoming Library Association	Laramie.
Carbon County Library	Rawlins.
General School	Rock Springs
Sheridan County Library	Sheridan.

SALE OF PUBLIC DOCUMENTS.

The following statement shows the number and price of the several documents sold under the provisions of joint resolution approved March 3, 1887, authorizing the Secretary of the Interior to sell at cost any publications of the Government available for this purpose:

Publication.	Copies.	Price per copy.	Total.
Official Register of the United States, 1889:			
Volume 1	114	$1.35	$153.90
Volume 2	23	1.55	35.65
Official Register of the United States, 1891:			
Volume 1	5	1.35	6.75
Volume 1	117	1.40	163.80
Volume 2	78	1.55	87.90
Official Register of the United States, 1893:			
Volume 1	56	1.50	84.00
Volume 2	15	1.80	27.00
Land Decisions:			
Volume 1	45	1.05	47.25
Volume 2	80	1.15	92.00
Volume 3	81	1.07	86.67
Volume 4	86	1.15	98.90
Volume 5	88	1.05	92.40
Volume 6	88	1.45	127.60
Volume 7	92	1.10	101.20
Volume 8	105	1.16	121.80
Volume 9	112	1.15	128.80
Volume 10	119	1.15	136.85
Volume 11	152	1.10	167.20
Volume 12	176	1.15	202.40
Volume 13	177	1.15	203.55
Volume 14	366	1.15	420.90
Volume 15	339	1.05	355.95
Volume 16	255	1.05	267.75
Volume 17	169	1.05	177.45
Volume 15, signatures, unbound	142	1.00	142.00
Volume 16, signatures, unbound	150	1.00	150.00
Volume 17, signatures, unbound	123	1.00	123.00
Volume 18, signatures, unbound	128	1.00	128.00
Digest of volumes 1 to 10	164	1.00	164.00
Digest of volumes 1 to 16	127	1.15	146.05
Pension Decisions:			
Volume 1	12	1.10	13.20
Volume 2	15	1.00	15.00
Volume 3	23	1.00	23.00
Volume 4	23	1.10	25.30
Volume 5	104	.85	88.40
Volume 6	57	.95	54.15
Volume 5, signatures, unbound	1	1.00	1.00
Volume 6, signatures, unbound	72	1.00	72.00
Volume 7, signatures, unbound	59	1.00	59.00
Report of the Public Land Commission, 4 volumes (cloth)	4	2.50	10.00
Report of the Public Land Commission, 4 volumes (leather)	6	4.00	24.00
Reports of the Tenth Census:			
The Compendium (parts 1 and 2)	2	1.20	2.40
Final volumes:			
Volume 2, statistics of manufactures	1	1.50	1.50
Volume 8, newspapers, Alaska, and shipbuilding	1	1.60	1.60
Volume 9, forest trees of North America and portfolio of maps	44	2.00	88.00
Volume 10, petroleum, coke, and building stones	14	1.75	24.50
Volume 12, mortality and vital statistics (part 2)	1	1.60	1.60
Volume 13, statistics and technology of the precious metals	4	1.00	4.00
Volume 15, mining industries of the United States	10	2.00	20.00
Volume 16, water power of the United States (part 1)	10	1.25	12.50
Volume 17, water power of the United States (part 2)	7	1.00	7.00
Volume 19, social statistics of cities (part 2)	1	1.37	1.37
Monographs—			
Physical and Agricultural Features of California	1	.20	.20
Chemical Products and Salt	2	.05	.10
Petroleum and its Products	7	.60	4.20
Manufacture of Coke	4	.20	.80
Population, Industries, and Resources of Alaska	2	.40	.80
Seal Islands of Alaska	1	.25	.25
Reports of the Eleventh Census:			
The Compendium (part 1)	10	1.15	11.50
The Compendium (part 2)	2	1.10	2.20
Final volumes—			
Volume 1, Mineral Industries in the United States	56	1.50	84.00
Volume 2, Wealth, Debt and Taxation (part 1)	4	1.20	4.80
Volume 3, Population and Resources of Alaska	21	1.15	24.15

Sale of public documents—Continued.

Publication.	Copies.	Price per copy.	Total.
United States Geological and Geographical Survey (Hayden):			
Annual Reports—			
1871 (cloth)	1	$1.50	$1.50
1872 (cloth)	2	1.75	3.50
1875 (half morocco)	2	3.10	6.20
1877 (cloth)	2	2.00	4.00
1878 (cloth)	3	3.52	10.56
Monographs—			
Fresh Water Rhizopods	4	3.86	15.44
Cretaceous and Tertiary Flora	1	5.00	5.00
Invertebrate Paleontology	1	8.00	8.00
Tertiary Insects	1	2.60	2.60
Bulletins—			
Volume 2, No. 3	1	.25	.25
Volume 3, No. 2	1	.40	.40
Volume 4, No. 4	1	.24	.24
Miscellaneous—			
North American Pinnipeds	1	.60	.60
List of Elevations	1	.50	.50
United States Geological and Geographical Survey of the Rocky Mountain Region (Powell):			
Explorations of the Canyons of the Colorado River	3	1.75	5.25
Geology of the High Plateaus of Utah	1	3.40	3.40
Geology of the Henry Mountains	5	.50	2.50
Geology of the Uintah Mountains	1	1.25	1.25
United States Geological Survey (Powell):			
Annual Reports—			
1880	3	.50	1.50
1882	4	2.21	8.84
1883	1	1.32	1.32
1884	4	1.95	7.80
1886	1	1.00	1.00
1887	1	2.00	2.00
Mineral Resources of the United States—			
1883–84	3	.60	1.80
1885	2	.40	.80
1886	4	.50	2.00
1887	2	.50	1.00
1888	5	.50	2.50
1889–90	8	.50	4.00
1891	9	.50	4.50
1892	2	.50	1.00
Bulletins of the National Museum:			
Guide to the Flora of Washington and Vicinity	3	1.12	3.36
Synopsis of Fishes of North America	4	2.87	11.48
Birds of Southwestern Mexico	1	.35	.35
Preliminary Catalogue of Shell-bearing Marine Mollusks	1	1.50	1.50
Revised Indian Treaties	15	2.75	41.25
Catalogue of Government Publications	2	1.90	3.80
Treaties and Conventions between the United States and other Powers	3	.85	2.55
Moqui Indians	3	.50	1.50
Growth of Industrial Art	42	2.00	84.00
United States maps	161	1.25	201.25
State maps	822	.17	139.74
Total			5,626.47

It may be well to remind those who are interested in the matter that there is such a general provision as that above referred to, and that any Government publication in the possession of the Department can be purchased at the mere cost of presswork and paper. Of those now available for sale, particular attention is called to the important work entitled Growth of Industrial Art, which is specially valuable as illustrating in a graphic form the development of mechanical arts from the beginning. This work will form a most interesting addition to public and school libraries which have not yet secured it.

EXCHANGE OF PUBLIC DOCUMENTS.

This office continues to be used as the clearing house for the public libraries of the country, and its services in this direction are, I believe, fully appreciated by those who share in the benefits of the system. It

is to be regretted that better facilities can not be offered for the handling of documents returned to the Department. This, together with the lack of assistants available for the work and the pressure of other business, often necessitates interruption in the redistribution of these duplicates. Notwithstanding these unfavorable circumstances, however, thousands of volumes have since my last report been sent to libraries, supplying deficiencies in them which probably could not in any other way have been secured. They have thus, by this system of exchange, at last been deposited in the very places where they will serve the largest practical use.

The number of volumes received under this arrangement from all sources during the last two years is 48,798, making the total to date somewhat more than 220,000.

CHECK LIST OF DOCUMENTS, ETC.

Inasmuch as the Check List of Congressional and Other Documents, prepared by me three years ago, has proved so acceptable an aid to librarians and others, and as the edition of the same then published is exhausted, a new edition is being prepared, bringing the list down to date and somewhat enlarging its scope. The same is true also of the Finding List, published two years since. It is hoped that the new edition may be published at an early day.

I have also in preparation a work giving a list of the principal speeches on important subjects made by Senators and Representatives, as found in the Congressional Record from the Forty-third to the Fifty-second Congress, inclusive. It will contain also a reference to the votes taken by the two Houses on these subjects. This list is intended to subserve the convenience of all those who desire to refer to the remarks of any particular member of Congress on the topics named, but who can not definitely locate these remarks in the Record, nor determine where they are to be found without great inconvenience, and also of those who wish to know how any member voted on any of these questions, as shown by the "yea" and "nay" votes.

The Comprehensive Index of the Documents of the Fifty-first and Fifty-second Congresses, which I have recently prepared, has been printed and will soon be ready for distribution.

This report would under ordinary circumstances close at this point, but since the above was written the printing bill hereinbefore referred to has passed both Houses of Congress and only awaits the approval of the President to become a law. A number of its sections embody provisions which have been long and earnestly recommended and urged upon Congress by this office and by the American Library Association, securing to our public and school libraries a more adequate supply of public documents, and also the satisfactory cataloguing and indexing of the same. As this report will be sent to these libraries, I add, as an appendix, for their information, the sections referred to.

This act also provides that "the Public Printer shall appoint a competent person to act as superintendent of documents, and shall fix his salary;" and that "upon the appointment of the superintendent of documents by the Public Printer, the office of the superintendent of documents in the Department of the Interior shall be abolished."

In virtue of these provisions, my period of service as an officer of this Department will terminate whenever the Public Printer shall take action

in the premises. This will, therefore, be my last report as superintendent of documents in your office, where I have served in this capacity for more than twenty years. I can not contemplate without sincere regret the severance of relations which have continued so long, and which have been to me, for the most part, exceedingly agreeable. In retiring from the service of the Department I shall carry with me very pleasant recollections of the uniform courtesy, consideration, and confidence shown me, with a single exception, by my superior officers and of the kindly sentiments as uniformly expressed by my official associates.

The assurances which I have received from many quarters that my efforts have helped to awaken a larger popular regard for the publications of the Government, and have greatly subserved the interests of the public and college libraries of the country, afford sincere gratification. No more acceptable reward than this could be received for labors often not imposed by law, but voluntarily undertaken for these very ends. From the beginning I have regarded a "public office as a public trust," and have sought to make the office of superintendent of documents in the largest measure helpful to officers of the Government, to Congress, to libraries, and to every interest with which the office has any established relations. It is a satisfaction to know from the testimony of so many with whom I have been brought into association that these efforts have been in no small degree successful.

In conclusion, I beg to express my grateful appreciation of the personal interest you have yourself shown in my work and of the sympathy and encouragement you have given me in my endeavors to accomplish certain important reforms in the printing, distribution, and indexing of public documents.

Very respectfully,

JOHN G. AMES,
Superintendent of Documents.

Hon. HOKE SMITH,
Secretary of the Interior.

APPENDIX.

The following are the chief provisions of the bill approved January 12, 1895, relative to the printing, distribution, sale, cataloguing, and indexing of public documents, which affect the interests of public libraries:

SEC. 40. The Public Printer, under the direction of the Joint Committee, may print for sale, at a price sufficient to reimburse the expense of such printing, the current Congressional Directory and the current numbers and bound sets of the Congressional Record.

SEC. 42. The Public-Printer shall furnish to all applicants giving notice before the matter is put to press, not exceeding two hundred and fifty to any one applicant, copies of bills, reports, and documents, said applicants paying in advance the cost of such printing with ten per centum added: *Provided*, That the printing of such work for private parties shall not interfere with the printing for the Government.

SEC. 54. Whenever any document or report shall be ordered printed by Congress, such order to print shall signify the "usual number" of copies for binding and distribution among those entitled to receive them. No greater number shall be printed unless ordered by either House, or as hereinafter provided. When a special number of a document or report is ordered printed, the usual number shall also be printed, unless already ordered. The usual number of documents and reports shall be one thousand six hundred and eighty-two copies, which shall be distributed as follows:

OF THE HOUSE DOCUMENTS AND REPORTS, UNBOUND.—To the Senate document room, one hundred and fifty copies; to the office of the Secretary of the Senate, ten copies; to the House document room, four hundred and twenty copies; to the Clerk's office of the House, twenty copies.

OF THE SENATE DOCUMENTS AND REPORTS, UNBOUND.—To the Senate document room, two hundred and twenty copies; office of the Secretary of the Senate, ten copies; to the House document room, three hundred and sixty copies; to the Clerk's office of the House, ten copies.

That of the number printed the Public Printer shall bind one thousand and eighty-two copies, which shall be distributed as follows:

OF THE HOUSE DOCUMENTS AND REPORTS, BOUND.—To the Senate Library, fifteen copies; to the Library of Congress, two copies, and fifty additional copies for foreign exchanges; to the House Library, fifteen copies; to the superintendent of documents, five hundred copies, for distribution to the State and Territorial libraries and designated depositories.

OF THE SENATE DOCUMENTS AND REPORTS, BOUND.—To the Senate Library, fifteen copies; to the Library of Congress, two copies, and fifty copies additional for foreign exchanges; to the House Library, fifteen copies; to the superintendent of documents, five hundred copies, for distribution to State and Territorial libraries and designated depositories. These documents shall be bound in full sheep, and in binding documents the Public Printer shall give precedence to those that are to be distributed to libraries and to designated depositories: *Provided*, That any State or Territorial library or designated depository entitled to documents that may prefer to have its documents in unbound form, may do so by notifying the superintendent of documents to that effect prior to the convening of each Congress.

The remainder of said documents and reports shall be reserved by the Public Printer in unstitched form, and shall be held subject to be bound in the number provided by law, upon orders from the Vice-President, Senators, Representatives, Delegates, Secretary of the Senate, and Clerk of the House, in such binding as they shall select, except full morocco or calf; and when not called for and delivered within two years after printing shall be delivered in unbound form to the superintendent of documents for distribution. All of the "usual number" shall be printed at one time.

SEC. 55. There shall be printed of each Senate and House public bill and joint, concurrent, and simple resolution, six hundred and twenty-five copies, which shall be distributed as follows: To Senate document room, two hundred and twenty-five copies; office of Secretary of Senate, fifteen copies; House document room, three hundred and eighty-five copies. There shall be printed of each Senate and House private bill two hundred and fifty copies, which shall be distributed as follows: To Senate

document room, one hundred and thirty-five copies; to Secretary of Senate, fifteen copies; House document room, one hundred copies.

SEC. 56. There shall be printed in slip form one thousand eight hundred and ten copies of public and four hundred and sixty of private laws, postal conventions and treaties, which shall be distributed as follows: To the House document room, one thousand copies of public and one hundred copies of private laws; to the Senate document room, five hundred and fifty copies of public and one hundred copies of private laws; to the Department of State, five hundred copies of all laws; and to the Treasury Department, sixty of all laws. Postal conventions and treaties shall be distributed as private laws.

SEC. 57. There shall be printed of the Journals of the Senate and House of Representatives seven hundred and twenty copies, which shall be distributed as follows: To the Senate document room, ninety copies for distribution to Senators, and twenty-five additional copies; to the Senate Library, ten copies; to the House document room, three hundred and sixty copies for distribution to Members, and twenty-five additional copies; to the Department of State, four copies; to the superintendent of documents, one hundred and forty-four copies to be distributed to three libraries in each of the States and Territories to be designated by the superintendent of documents; to the Library of Congress, twenty-five copies; to the Court of Claims, two copies, and to the Library of the House of Representatives, ten copies. The remaining number of the Journals of the Senate and House of Representatives, consisting of twenty-five copies, shall be furnished to the Secretary of the Senate and the Clerk of the House of Representatives, respectively, as the necessities of their respective offices may require, as rapidly as signatures are completed for such distribution.

SEC. 58. Whenever printing not bearing a Congressional number shall be done for any Department or officer of the Government, except confidential matter, blank forms, and circular letters not of a public character, or shall be done for use of Congressional committees, not of a confidential character, two copies shall be sent, unless withheld by order of the committee, by the Public Printer to the Senate and House libraries, respectively, and one copy each to the document rooms of the Senate and House, for reference; and these copies shall not be removed; and of all publications of the Executive Departments not intended for their especial use, but made for distribution, five hundred copies shall be at once delivered to the superintendent of documents for distribution to designated depositories and State and Territorial libraries.

SEC. 61. The Public Printer shall appoint a competent person to act as superintendent of documents, and shall fix his salary. The superintendent of documents so designated and appointed is hereby authorized to sell at cost any public document in his charge, the distribution of which is not herein specifically directed, said cost to be estimated by the Public Printer and based upon printing from stereotyped plates; but only one copy of any document shall be sold to the same person, excepting libraries or schools by which additional copies are desired for separate departments thereof, and Members of Congress; and whenever any officer of the Government having in his charge documents published for sale shall desire to be relieved of the same, he is hereby authorized to turn them over to the superintendent of documents, who shall receive and sell them under the provisions of this section. All moneys received from the sale of documents shall be returned to the Public Printer on the first day of each month and be by him covered into the Treasury monthly, and the superintendent of documents shall report annually the number of copies of each and every document sold by him, and the price of the same. He also shall report monthly to the Public Printer the number of documents received by him and the disposition made of the same. He shall have general supervision of the distribution of all public documents, and to his custody shall be committed all documents subject to distribution, excepting those printed for the special official use of the Executive Departments, which shall be delivered to said Departments, and those printed for the use of the two Houses of Congress, which shall be delivered to the folding rooms of said Houses and distributed or delivered ready for distribution to Members and Delegates upon their order by the superintendents of the folding rooms of the Senate and House of Representatives.

SEC. 62. The superintendent of documents shall, at the close of each regular session of Congress, prepare and publish a comprehensive index of public documents, beginning with the Fifty-third Congress, upon such plan as shall be approved by the Joint Committee on Printing; and the Public Printer shall, immediately upon its publication, deliver to him a copy of each and every document printed by the Government Printing Office; and the head of each of the Executive Departments, bureaus, and offices of the Government shall deliver to him a copy of each and every document issued or published by such Department, bureau, or office not confidential in its character. He shall also prepare and print in one volume a consolidated index of Congressional documents, and shall index such single volumes of documents as the Joint Committee on Printing shall direct. Of the comprehensive index and of the consolidated index two thousand copies each shall be printed and bound in

addition to the usual number; two hundred copies for the use of the Senate, eight hundred for the use of the House, and one thousand copies for distribution by the superintendent of documents.

SEC. 63. The Secretary and Sergeant-at-Arms of the Senate and the Clerk and Doorkeeper of the House of Representatives shall cause an invoice to be made of all public documents stored in and about the Capitol, other than those belonging to the quota of members of the present Congress, to the Library of Congress and the Senate and House Libraries and document rooms, and all such documents shall by the superintendents, respectively, of the Senate and House folding rooms be put to the credit of Senators, Representatives, and Delegates of the present Congress, in quantities equal in the number of volumes, and as nearly as possible in value, to each member of Congress, and said documents shall be distributed upon the orders of Senators, Representatives, and Delegates, each of whom shall be supplied by the superintendents of the folding rooms with a list of the number and character of the publications thus put to his credit: *Provided*, That before said apportionment is made copies of any of these documents desired for the use of committees of the Senate or House shall be delivered to the chairmen of such committees: *And provided further*, That four copies of each and all leather-bound documents shall be reserved and carefully stored, to be used hereafter in supplying deficiencies in the Senate and House libraries caused by wear or loss, and a similar invoice shall be prepared and distribution made as above provided at the convening in regular session of each successive Congress.

SEC. 64. Upon the appointment of the superintendent of documents, as hereinbefore provided, the office of the superintendent of documents in the Department of the Interior shall be, and is hereby, abolished, and all laws now in force providing for the delivery to the Department of the Interior of public documents for distribution, other than such as are for the use of that Department, shall be, and the same are hereby, repealed: *Provided*, That the distribution of the reports of the Eleventh Census shall be continued and completed by the superintendent of documents under existing laws and regulations.

SEC. 65. All official correspondence of the superintendent of documents and all replies to the same shall be entitled to free transmission by mail; and he shall be entitled to frank public documents: *Provided*, That in the transmission of such mail matter envelopes, labels, or postal cards are used on which the name of the office and the penalty clause are printed.

SEC. 67. All documents at present remaining in charge of the several Executive Departments, bureaus, and offices of the Government not required for official use shall be delivered to the superintendent of documents, and hereafter all public documents accumulating in said Departments, bureaus, and offices not needed for official use shall be annually turned over to the superintendent of documents for distribution or sale.

SEC. 68. Whenever in the division among Senators, Representatives, and Delegates of documents printed for the use of Congress there shall be an apportionment to each or either House in round numbers, the Public Printer shall not deliver the full number so accredited at the respective folding rooms, but only the largest multiple of the number constituting the full membership of each or either House, including the Secretary and Sergeant at Arms of the Senate and Clerk and Doorkeeper of the House, which shall be contained in the round numbers thus accredited to each or either House, so that the number delivered shall divide evenly and without remainder among the members of the House to which they are delivered; and the remainder of all documents thus resulting shall be turned over to the superintendent of documents, to be distributed by him, first, to public and school libraries for the purpose of completing broken sets; second, to public and school libraries that have not been supplied with any portion of such sets; and, lastly, by sale to other persons; said libraries to be named to him by Senators, Representatives, and Delegates in Congress; and in this distribution the superintendent of documents shall see that as far as practicable an equal allowance is made to each Senator, Representative, and Delegate.

SEC. 69. A catalogue of Government publications shall be prepared by the superintendent of documents on the first day of each month, which shall show the documents printed during the preceding month, where obtainable, and the price thereof. Two thousand copies of such catalogue shall be printed in pamphlet form for distribution.

SEC. 70. The superintendent of documents shall thoroughly investigate the condition of all libraries that are now designated depositories, and whenever he shall ascertain that the number of books in any such library, other than college libraries, is below one thousand, other than Government publications, or it has ceased to be maintained as a public library, he shall strike the same from the list, and the Senator, Representative, or Delegate shall designate another depository that shall meet the conditions herein required.

SEC. 73. Extra copies of documents and reports shall be printed promptly when the same shall be ready for publication, and shall be bound in paper or cloth as directed by the Joint Committee on Printing, and shall be of the number following in addition to the usual number:

The Annual Report of the Secretary of Agriculture shall hereafter be submitted and printed in two parts, as follows: Part one, which shall contain purely business and executive matter which it is necessary for the Secretary to submit to the President and Congress; part two, which shall contain such reports from the different bureaus and divisions, and such papers prepared by their special agents, accompanied by suitable illustrations as shall, in the opinion of the Secretary, be specially suited to interest and instruct the farmers of the country, and to include a general report of the operations of the Department for their information. There shall be printed of part one, one thousand copies for the Senate, two thousand copies for the House, and three thousand copies for the Department of Agriculture; and of part two, one hundred and ten thousand copies for the use of the Senate, three hundred and sixty thousand copies for the use of the House of Representatives, and thirty thousand copies for the use of the Department of Agriculture, the illustrations for the same to be executed under the supervision of the Public Printer, in accordance with directions of the Joint Committee on Printing, said illustrations to be subject to the approval of the Secretary of Agriculture; and the title of each of the said parts shall be such as to show that such part is complete in itself: *Provided*, That one edition of seventy-five thousand copies of the Special Report on Diseases of the Horse be printed, of which fifty thousand copies shall be for the use of the House of Representatives, and twenty-five thousand copies for the use of the Senate.

Of the Report of the Bureau of Animal Industry, thirty thousand copies, of which seven thousand shall be for the Senate, fourteen thousand for the House, and nine thousand for distribution by the Agricultural Department.

Of the Annual Report of the Chief of the Weather Bureau, four thousand copies; one thousand copies for the Senate, two thousand copies for the House, and one thousand copies for the Bureau.

Of the Ephemeris and Nautical Almanac and of the papers supplementary thereto, one thousand five hundred copies; one hundred copies for the Senate, four hundred for the House, and one thousand for distribution or sale by the Navy Department. The five hundred copies printed for Congress and the usual number shall be for the calendar year next following, and those for the Navy Department for the third year following. The Secretary of the Navy is also authorized to cause additional copies of the Ephemeris, and of the Nautical Almanacs extracted therefrom, to be printed for the public service and for sale to navigators and others: *Provided*, That all moneys received from sales of the Ephemeris and of the Nautical Almanacs shall be deposited in the Treasury and placed to the credit of the general fund for public printing.

Of the Observations of the Naval Observatory, one thousand eight hundred copies; three hundred for the Senate, seven hundred for the House, and eight hundred for distribution by the Naval Observatory, and of the astronomical appendixes to the above observations, one thousand two hundred separate copies, and of the meteorological and magnetic observations one thousand separate copies for distribution by the Naval Observatory.

Of the Report of the Superintendent of the Coast and Geodetic Survey, one thousand five hundred copies of part one; two hundred copies for the Senate, six hundred copies for the House, and seven hundred copies for distribution by the Superintendent of the Coast and Geodetic Survey, and two thousand eight hundred copies of part two; two hundred for the Senate, six hundred for the House, and two thousand for distribution by the Superintendent of the Coast and Geodetic Survey.

Of Commercial Relations, and of Foreign Relations, three thousand copies of each; one thousand for the Senate and two thousand for the House.

Of the Report of the Bureau of Ethnology, uniform with the preceding volumes of the series, eight thousand copies; one thousand five hundred for the Senate, three thousand for the House, and three thousand five hundred for distribution by the Bureau of Ethnology.

Of the Report of the Commissioner of Fish and Fisheries, eight thousand copies; two thousand for the Senate, four thousand for the House, and two thousand for distribution by the Fish Commission.

Of the Bulletins of the Fish Commission, five thousand copies; one thousand for the Senate, two thousand for the House, and two thousand for distribution by the Commission.

Of the Report of the Health Officer of the District of Columbia, one thousand five hundred copies; one hundred for the Senate, three hundred and sixty for the House, and one thousand and forty for distribution by the health officer.

Of the Report of the Civil Service Commission, twenty-three thousand copies; one thousand for the Senate, two thousand for the House, and twenty thousand for distribution by the Civil Service Commission.

Of the Report of the Commissioner of Education, thirty-five thousand copies; five thousand for the Senate, ten thousand for the House, and twenty thousand for distribution by the Commissioner of Education.

Of the Report of the Geological Survey, uniform with the preceding reports, ten thousand copies; two thousand for the Senate, four thousand for the House, four thousand for distribution by the Geological Survey.

Of the Report of the Commissioner of Labor, twenty thousand copies; five thousand for the Senate, ten thousand for the House, and ten thousand for distribution by the Commissioner of Labor.

Of the Annual Report of the Interstate Commerce Commission, three thousand copies; one thousand for the Senate, two thousand for the House, and for the use of the Commission there may be printed such number of said report and other documents incident to interstate commerce for distribution by them as they may deem expedient.

The Secretary of State shall cause to be printed and bound at the Government Printing Office as many volumes of the Revised Statutes of the United States, and the Supplement to the Revised Statutes of the United States, volume one, second edition, eighteen hundred and seventy-four to eighteen hundred and ninety-one, authorized under the Act of April ninth, eighteen hundred and ninety, as may be needed for distribution to designated depositories, State and Territorial libraries, and to United States courts not already supplied, and for sale by his office at the cost thereof.

The Secretary of State shall cause to be edited, printed, published, and distributed pamphlet copies of the statutes of the present and each future session of Congress to the officers and persons hereinafter provided for; said distribution shall be made at the close of every session of Congress, as follows:

To the President and Vice-President of the United States, two copies each; to each Senator, Representative, and Delegate in Congress, one copy; to the Librarian of the Senate, for the use of Senators, one hundred copies; to the Librarian of the House, two hundred copies, for the use of Representatives and Delegates; to the Library of Congress, fourteen copies; to the Department of State, including those for the use of legations and consulates, six hundred copies; to the Treasury Department, three hundred copies; to the War Department, two hundred copies; to the Navy Department, one hundred copies; to the Department of the Interior, including those for the use of the surveyors-general and registers and receivers of public land offices, two hundred and fifty copies; to the Post-Office Department, fifty copies; to the Interstate Commerce Commission, ten copies; to the Department of Labor, five copies; to the Civil Service Commission, three copies; to the Department of Justice, including those for the use of the Chief Justice and associate justices of the Supreme Court and the judges and officers of the United States and Territorial courts, five hundred copies; to the Department of Agriculture, fifty copies; to the Smithsonian Institution, five copies; to the Government Printing Office, two copies; to the governors and secretaries of Territories, one copy each.

The Secretary of State is authorized to have printed as many additional copies of the pamphlet laws as he may deem needful for distribution and sale by him, at cost price, not exceeding one thousand copies of the laws of any one session in any one year.

The Public Printer shall deliver to the folding rooms of the Senate and House of Representatives seven thousand copies of the pamphlet laws, two thousand copies of which shall be for the Senate and five thousand copies for the House, and to the superintendent of documents five hundred copies, for distribution to State and Territorial libraries and to designated depositories.

After the close of each Congress the Secretary of State shall have edited, printed, and bound a sufficient number of the volumes containing the Statutes at Large enacted by that Congress to enable him to distribute copies, or as many thereof as may be needed, as follows:

To the President of the United States, four copies, one of which shall be for the library of the Executive Mansion; to the Vice-President of the United States, one copy; to each Senator, Representative, and Delegate in Congress, one copy; to the Librarian of the Senate, for the use of Senators, one hundred copies; to the Librarian of the House, for the use of Representatives and Delegates, two hundred copies; to the Library of Congress, fourteen copies; including four copies for the Law Library; to the Department of State, including those for the use of the legations and consulates, three hundred and eighty copies; to the Treasury Department, including those for the use of officers of customs, three hundred copies; to the War Department, seventy-five copies; to the Navy Department, seventy-five copies; to the Department of the Interior, including those for the use of surveyors-general and registers and receivers of public-land offices, two hundred and fifty copies; to the Post-Office Department, fifty copies; to the Interstate Commerce Commission, ten copies; to the Department of Labor, five copies; to the Civil Service Commission, three copies; to

the Department of Justice, including those for the use of the Chief Justice and associate justices of the Supreme Court, and the judges and the officers of the United States and Territorial courts and to State supreme court libraries, five hundred copies; to the Department of Agriculture, fifty copies; to the Smithsonian Institution, two copies; to the Government Printing Office, one copy, and the Public Printer shall deliver five hunded copies of the Statutes at Large to the superintendent of documents for distribution to State and Territorial libraries and to designated depositories. And the Secretary of State is authorized to have as many additional copies printed and bound as may, in his opinion, be needed for distribution and sale at cost thereof, not exceeding in any one year one thousand copies of the laws of any one Congress.

The pamphlet copies of the statutes and the bound copies of the acts of each Congress shall be legal evidence of the laws and treaties therein contained in all the courts of the United States and of the several States therein. The said pamphlet and the Statutes at Large shall contain all laws, joint and concurrent resolutions passed by Congress, and also all conventions, treaties, proclamations, and agreements.

The message of the President without the accompanying documents and reports shall be printed, immediately upon its receipt by Congress, in pamphlet form. Fifteen thousand shall be printed, of which five thousand shall be for the Senate and ten thousand for the House.

Of the President's Message and accompanying documents and of the annual reports of the Departments to Congress there shall be printed one thousand copies for the Senate and two thousand for the House: *Provided*, That of the reports of the Chief of Engineers of the Army, the Commissioner of Patents, the Commissioner of Internal Revenue, the report of the Chief Signal Officer of the War Department, and of the Chief of Ordnance, the usual number only shall be printed.

The following reports required by law to be made to Congress shall not be printed unless the printing be recommended by the head of the Department making the same, and ordered by concurrent resolution of Congress, namely: Report of contracts for conveying the mails, report of fines and deductions in the Post-Office Department, the report of the Treasurer of accounts by him from time to time rendered to and settled with the First Comptroller, and the report of the proceedings of the annual meetings of the Board of Supervising Inspectors of Steam Vessels.

Of the Report of the National Academy of Sciences, two thousand copies; five hundred for the Senate, one thousand for the House, and five hundred for distribution by the Academy of Sciences.

Of the Memoirs of the National Academy of Sciences, two thousand five hundred copies; five hundred for the Senate, one thousand for the House, and one thousand for distribution by the Academy of Sciences.

Of the Report of the American Historical Association, three thousand copies; five hundred for the Senate, one thousand for the House, and one thousand five hundred for distribution by the association and the Smithsonian Institution.

Of the Registers of the Army and Navy, fifteen hundred copies of each; five hundred for the Senate and one thousand for the House.

Of the Report of the Smithsonian Institution, ten thousand copies; one thousand for the Senate, two thousand for the House, five thousand for distribution by the Smithsonian Institution, and two thousand for distribution by the National Museum.

Of the Reports of Consular Officers, one thousand five hundred copies; five hundred for the Senate, one thousand for the House.

Of the Statistical Abstract of the United States, twelve thousand copies; three thousand for the Senate, six thousand for the House, and three thousand for distribution by the Bureau of Statistics.

Of the Tests of Iron and Steel, five hundred copies for distribution by the War Department.

Of the Finance Report of the Secretary of the Treasury, the Report on Commerce and Navigation, on Internal Commerce, of the Director of the Mint on the Production of Precious Metals, and of Mineral Resources of the United States, there shall be printed one thousand copies of each for the Senate and two thousand for the House in addition to those publised as part of the departmental report.

Of the Annual Report of the Comptroller of the Currency, ten thousand copies; one thousand for the Senate, two thousand for the House, and seven thousand for distribution by the Comptroller of the Currency.

Of the Annual Report of the Commissioner of Navigation of the Treasury Department, one thousand copies for the Senate, two thousand for the House, and one thousand copies for distribution by the Commissioner; and of the Annual List of Merchant Vessels of the United States, five thousand copies for distribution by the Treasury Department.

Of the Report of the Government Directors of the Union Pacific Railways, one thousand five hundred copies; five hundred for the Senate and one thousand for the House.

There shall be printed of eulogies of deceased Senators, Representatives, and Delegates eight thousand copies, of which number fifty copies, bound in full morocco, with gilt edges, shall be delivered to the family of the deceased, and one thousand nine hundred and fifty copies in cloth binding shall be delivered to the Senators, Representatives, or Delegates of the State or Territory represented by the deceased. The remaining number, also in cloth binding, shall be distributed in the proportion of two thousand to the Senate and four thousand to the House. The engraving for such eulogies shall be done at the Bureau of Engraving and Printing and paid for out of the appropriation for that Bureau. Of the "usual number" the bound volume shall contain in one volume for each House all eulogies during the session of Congress upon Senators and Representatives respectively.

Of the Senate Manual and of the Digest and Manual of the House of Representatives, each House shall print as many copies as it shall desire, even though the cost exceed five hundred dollars.

There shall be prepared under the direction of the Joint Committee on Printing a Congressional Directory, of which there shall be three editions during each long session and two editions during each short session of Congress. The first edition shall be distributed to Senators, Representatives, Delegates, the principal officers of Congress, and heads of Departments on the first day of the session, and shall be ready for distribution to others within one week thereafter. The number and distribution of such Directory shall be under the control of the Joint Committee on Printing. Official correspondence concerning the Directory may be had in penalty envelopes under the direction of the Joint Committee.

The Joint Committee on Printing shall appoint a competent person, who shall edit such portion of the reports and documents accompanying the annual message of the President or made directly to Congress as they may deem suitable for popular distribution, and prepare an alphabetical index thereto. The Public Printer shall furnish to the person so designated copies of all the said reports and documents as soon as printed; and the abridgement of the message and documents shall be prepared for the Printer by the first day of January, or as soon thereafter as practicable, of each year and shall be printed by the Public Printer as soon as copy is furnished him. There shall be printed of such abridgement twelve thousand copies, of which four thousand shall be for the Senate and eight thousand for the House.

The Public Printer shall furnish the Congressional Record as follows, and shall furnish gratuitously no others in addition thereto:

To the Vice-President and each Senator, forty-four copies; and to the Secretary and Sergeant-at-Arms of the Senate, each twenty copies, and to the Secretary, for office use, ten copies; to each Representative and Delegate, thirty copies, of which number eight copies shall be sent by the superintendent of documents, one each to such public or school libraries other than designated depositories as shall be designated for this purpose by each Representative and Delegate in Congress, and to the Clerk and Doorkeeper of the House, each twenty copies, and to the Clerk, for office use, ten copies; to be supplied daily as originally published or in the revised and permanent form bound only in half Russia, or part in each form, as each may elect.

To the Vice-President and each Senator, Representative, and Delegate there shall be furnished two copies of the daily Record, one to be delivered at his residence and one at the Capitol.

To the President, for use of the Executive Office, four copies of the daily and one bound copy.

To the Chief Justice and each of the associate justices of the Supreme Court of the United States, the marshal and clerk of the said court, one daily and one bound copy.

To the governor of each State and Territory, one copy of the daily and one bound copy of the Record.

To the Official Reporter of the Senate and each of his assistant reporters, and to the official reporters of the House, each two copies of the daily and one copy of the bound Record.

To the superintendent of the Senate and House document rooms, each one copy of the daily and one bound copy.

To the Library of Congress, forty-five bound copies.

To the Senate and House libraries, ten bound copies to each.

To the library of each of the eight Executive Departments, and to the Naval Observatory, Smithsonian Institution, and the United States National Museum, one bound copy.

To the Soldiers' Home and to each of the National Homes for Disabled Volunteer Soldiers, and to each of the State Soldiers' Homes established for either Federal or Confederate soldiers, one copy of the daily.

To the superintendent of documents, five hundred bound copies for distribution to depositories of public documents.

To each of our legations abroad, one copy of the daily Record, to be sent through the Secretary of State.

To each foreign legation in Washington whose Government extends a like courtesy to our legations abroad, one copy of the daily Record, to be sent through the Secretary of State and furnished upon his requisition.

The Public Printer is authorized to furnish to subscribers the daily Record at eight dollars for the long and four dollars for the short session, or one dollar and fifty cents per month, payable in advance. The "usual number" of the Congressional Record shall not be printed. The daily and the permanent Record shall bear the same date which shall be of the actual day's proceedings reported therein.

The Secretary of War is hereby authorized and directed to furnish a complete set of the Official Records of the Union and Confederate Armies to each Senator and Member of the present Congress not already entitled by law to receive the same; and he is further authorized to use for this purpose such incomplete sets, not including any to the credit of Senators, as remain on hand uncalled for by beneficiaries designated to receive them under the authority contained in the acts approved August seventh, eighteen hundred and eighty-two, and March tenth, eighteen hundred and eighty-eight, and the Secretary of War will call upon the Public Printer to print and bind such volumes or parts of volumes as will enable him to fill out the incomplete sets hereinbefore referred to.

There shall be printed of the Annual Report of the Public Printer one thousand copies, to be distributed under his direction, and he may retain out of all documents, bills, and resolutions printed the number of copies absolutely needful for the official use of the Government Printing Office, not exceeding five of each.

To enable the officer charged with the duty of preparing the Official Register of the United States to publish the same, the Secretary of the Senate, the Clerk of the House of Representatives, the head of each Executive Department of the Government, and the chief of each and every bureau, office, commission, or institution not embraced in an Executive Department, in connection with which salaries are paid from the Treasury of the United States, shall, on the first day of July in each year in which a new Congress is to assemble, cause to be filed with the Secretary of the Interior a full and complete list of all officers, agents, clerks, and other employees of said Department, bureau, office, commission, or institution connected with the legislative, executive, or judicial service of the Government, or paid from the United States Treasury, including military and naval officers of the United States, cadets, and midshipmen.

Said lists shall exhibit the salary, compensation, and emoluments allowed to each of said officers, agents, clerks, and other employees, the State or country in which he was born, the State or Territory and Congressional district and county of which he is a resident and from which he was appointed to office, and where employed.

A list of the names, force, and condition of all ships and vessels belonging to the United States, and when and where built, shall also be filed with the Secretary of the Interior by the heads of the Departments having supervision of such ships and vessels, for incorporation in the Official Register.

The Postmaster-General shall furnish a statement of all allowances made, during the period of two years next preceding said first day of July above mentioned, to each contractor on contracts for carrying the mails, discriminating the sum paid as stipulated by the original contract, and the sums paid as additional allowances.

The Secretary of the Interior shall cause the Official Register to be edited, indexed, and published by the chief clerk of the Interior Department on the first day of December following the first day of July above mentioned.

Of the Official Register three thousand copies shall be printed and bound, which shall be distributed as follows: To the President of the United States, four copies, one copy of which shall be for the library of the Executive Mansion; to the Vice-President of the United States, two copies; to each Senator, Representative, and Delegate in Congress, one copy; to the Secretary and Sergeant-at-Arms of the Senate, to the Clerk and Sergeant-at-Arms of the House, one copy each; to the library of the Senate, ten copies; to the library of the House of Representatives, ten copies; to the Library of Congress, twenty-five copies; to the Department of State, one hundred copies; to the Treasury Department, one hundred and fifty copies; to the War Department, fifty copies; to the Navy Department, twenty copies; to the Department of Justice, twenty copies; to the Department of the Interior, two hundred copies; to the Post-Office Department, one hundred copies; to the Department of Agriculture, fifteen copies; to the Smithsonian Institution, four copies; to the Department of Labor, four copies; to the Government Printing Office, four copies; to the Interstate Commerce Commission, two copies; to the Civil Service Commission, four copies; to the Commissioners of the District of Columbia, two copies; to the Commissioner of Fish and Fisheries, two copies; and the remaining copies shall be delivered to the superintendent of documents, who is hereby authorized to send one copy to each designated depository and to such public college or school library not a depository of public documents, and one copy to such other person as shall be designated by each Senator, Representative, and Delegate in Congress, and shall hold the remainder

for sale under the provisions of this law. The usual number of the Official Register shall not be printed.

The Commissioner of Patents, upon the requisition of the Secretary of the Interior, is authorized to continue the printing of the following:

First. The patents for inventions and designs issued by the Patent Office, including grants, specifications, and drawings, together with copies of the same, and of patents already issued, in such number as may be needed for the business of the office.

Second. The certificates of trade-marks and labels registered in the Patent Office, including descriptions and drawings, together with copies of the same, and of trade-marks and labels heretofore registered, in such numbers as may be needed for the business of the office.

Third. The Official Gazette of the United States Patent Office in numbers sufficient to supply all who shall subscribe therefor at five dollars per annum; also to exchange for other scientific publications desirable for the use of the Patent Office; also to supply one copy to each Senator, Representative, and Delegate in Congress; also to supply one copy to eight such public libraries having over one thousand volumes, exclusive of Government publications, as shall be designated by each Senator, Representative, and Delegate in Congress, with one hundred additional copies, together with bimonthly and annual indexes for all the same. Of the Official Gazette the usual number shall not be printed.

Fourth. The Report of the Commissioner of Patents for the fiscal year, not exceeding five hundred in number, for distribution by him; the Annual Report of the Commissioner of Patents to Congress, without the list of patents, not exceeding one thousand five hundred in number, for distribution by him; and of the Annual Report of the Commissioner of Patents to Congress, with the list of patents, five hundred copies for sale by him, if needed, and in addition thereto the usual number only shall be printed.

Fifth. Copies of the specifications and drawings of each patent issued, bound in monthly volumes, one copy for each of the Executive Departments of the Government, one copy to be placed for free public inspection in each capitol of every State and Territory, one for the like purpose in the clerk's office of the district court of each judicial district of the United States, except when such offices are located in State or Territorial capitols, and one in the Library of Congress, which copies shall be certified under the hand of the Commissioner and seal of the Patent Office, and shall not be taken from the depositories for any other purpose than to be used as evidence; also one hundred additional copies of the same, for sale by him at a price to be fixed by the Secretary of the Interior. The "usual number" shall not be printed.

Sixth. Pamphlet copies of the rules of practice, pamphlet copies of the patent laws, and pamphlet copies of the laws and rules relating to trade-marks and labels, and circulars relating to the business of the office, all in such numbers as may be needed for the business of the office. The usual number shall not be printed.

Seventh. Annual volumes of the decisions of the Commissioner of Patents and of the United States courts in patent cases, not exceeding one thousand five hundred in number, of which the usual number shall be printed; and for this purpose a copy of each shall be transmitted to Congress promptly when prepared.

Eighth. Indexes to patents relating to electricity, and indexes to foreign patents, in such numbers as may be needed for the business of the office. The usual number shall not be printed.

SEC. 76. The charts published by the Coast and Geodetic Survey shall be sold at cost of paper and printing as nearly as practicable; and there shall be no free distribution of such charts except to the Departments and officers of the United States requiring them for public use; and a number of copies of each sheet, not to exceed three hundred, to be presented to such foreign governments, libraries, and scientific associations and institutions of learning as the Secretary of the Treasury may direct; but on the order of Senators, Representatives, and Delegates, not to exceed ten copies to each, may be distributed through the Superintendent of the Coast and Geodetic Survey.

SEC. 77. The Secretary of the Navy is authorized to cause to be prepared at the Hydrographic Office attached to the Bureau of Navigation, in the Navy Department, maps, charts, and nautical books relating to and required in navigation, and to publish and furnish them to navigators at the cost of printing and paper, and to purchase the plates and copyrights of such existing maps, charts, navigators' sailing directions and instructions as he may consider necessary and when he may deem it expedient to do so, and under such regulations and instructions as he may prescribe.

SEC. 79. * * * And there shall be distributed of monographs, bulletins, and reports of the United States Geological Survey now in possession of said Survey, being publications prior to the year eighteen hundred and ninety-four, one copy of every such publication to every public library, which shall be designated to the superintendent of documents as follows: Two public libraries to be designated by each of the Senators from the States, respectively; two public libraries by the Representatives in Congress from each Congressional district, and two public libraries by

the Delegate from each Territory; such public libraries to be additional to those to which the said publications are distributed under existing law.

SEC. 81. Every public document of sufficient size on any one subject shall be bound separately, and receive the title suggested by the subject of the volume, which shall be the chief title, and the classification of the volume shall be placed on the back at the bottom, as simply indicating its classification and not as a part of the title.

The executive and miscellaneous documents and the reports of each House of Congress shall be designated as "House Documents," "Senate Documents," "House Reports," "Senate Reports," thus making two classes for each House, and each volume shall receive the title suggested by its subject-matter, clearly placed upon its back.

SEC. 98. The libraries of the eight Executive Departments, of the United States Military Academy, and United States Naval Academy are hereby constituted designated depositories of Government publications, and the superintendent of documents shall supply one copy of said publications, in the same form as supplied to other depositories, to each of said libraries.

REPORT

OF THE

MARITIME CANAL COMPANY OF NICARAGUA.

NEW YORK, *December 1, 1894.*

SIR: Pursuant to section 6 of the act entitled "An act to incorporate the Maritime Canal Company of Nicaragua," approved February 20, 1889, which provides that said company shall make a report on the first Monday of December in each year to the Secretary of the Interior, and in accord with instructions prescribing the form of such report and the particulars to be given therein, the said Maritime Canal Company of Nicaragua reports as follows:

First. That the regular annual meeting of the company was held at No. 54 Broad street, in the city of New York, on the 3d day of May, 1894, pursuant to the provisions of the by-laws, and that at such meeting Messrs. Franklin Fairbanks, C. Ridgely Goodwin, F. F. Thompson, R. C. Shannon, and S. E. Kilner were duly elected directors of said company, to fill the places made vacant by the class whose term of office expired on the 3d day of May, 1894, and to serve for the period of three years, as provided for in the said act of incorporation; and that since said election Mr. C. Ridgely Goodwin, of the class of 1895, has died, creating a vacancy in that class, which has not yet been filled.

Second. That the board of directors of said company as now constituted is composed of the following stockholders:

Class of 1895.—Charles P. Daly, Daniel Ammen, Horace L. Hotchkiss, Henry E. Howland, and Robert Sturgis.

Class of 1896.—Joseph Bryan, James Roosevelt, Hiram Hitchcock, Thomas B. Atkins, and Horacio Guzmán (Nicaraguan director).

Class of 1897.—Franklin Fairbanks, F. F. Thompson, R. C. Shannon, and S. E. Kilner.

A majority of the above-named directors are citizens and residents of the United States.

Third. That at the first meeting of the board of directors held after the said annual election the following officers were duly elected to serve for the ensuing year, to wit: President, Hiram Hitchcock; vice-president, Charles P. Daly; secretary and treasurer, Thomas B. Atkins. All of the officers so elected are citizens and residents of the United States. That at said meeting the following directors were elected members of the executive committee, as provided for in the by-laws of said company, to wit: James Roosevelt, chairman; Hiram Hitchcock, Henry E. Howland, F. F. Thompson, and R. C. Shannon.

Fourth. That since the organization of the Maritime Canal Company of Nicaragua, 10,145 shares of the capital stock of said company

have been subscribed for at par, amounting in the aggregate to the sum of $1,014,500, of which amount $1,007,840 have been paid into the treasury in cash; that there has been paid into the treasury from other sources $62,116.96, making the total amount of cash received $1,069,956.96.

Fifth. That since the organization of the company it has paid for property, work, and labor done, and materials furnished in the execution of the work of constructing the canal and in administration expenses, the sum of $844,882.63 in cash and 31,990 shares of the full paid capital stock of the company of the par value of $3,199,000, and is obligated for $6,855,000 of its first-mortgage bonds. It has also issued 180,000 shares of its capital stock, of the par value of $18,000,000, in payment for concessionary rights, privileges, franchises, and other property.

Sixth. That the liabilities of the company consist of the amounts still due under the concessions granted to the company, of the $6,855,000 of bonds before mentioned, the said bonds being due to the Nicaragua Canal Construction Company for work and labor done and materials furnished in the execution of the work of constructing the Interoceanic Canal, and of cash liabilities outstanding unpaid to an amount not exceeding $50,000.

Seventh. That assets of the company consist of its capital stock, of the concessions, rights, privileges, and franchises which it now owns, and of the plant, equipments, materials, lands, buildings, structures, railways, steamboats, telephone and telegraph lines, dredges, locomotives, cars, machinery, stores, machine shops, supplies, and other property in Central America, including the lands situated between the lake and the Pacific, purchased from the Government of Nicaragua for the route of the canal, at a cost of $50,000, in accordance with the provisions of the Nicaraguan concession. The interruption of work on the canal was stated in our last report, December, 1893, as follows:

In our annual report for 1892 we submitted a statement of the work that had been accomplished up to that date. Since then the unprecedented conditions of the money market have been the cause of serious embarrassment to all enterprises that depend upon the sale of securities for means to prosecute their undertakings. The Nicaragua Canal Construction Company, under contract with this company for the construction of the canal, suffered under the general conditions in common with others, and was obliged, first, to limit its expenditures to what was requisite for protection and preservation of its plant, and finally to suspend all payments. This resulted in the appointment on August 30, 1893, by the circuit court for the United States for the southern district of New York, of a receiver for that company. The secretary and treasurer of that company was appointed receiver.

The result of this condition of affairs is that no material advancement in construction work has been accomplished since the report made by the company to the Department in December, 1892, and, therefore, we beg to refer to that report as showing substantially the present condition of the work.

Upon the appointment of the receiver measures were inaugurated by shareholders of the construction company for the reorganization of that company upon a strong financial basis, providing for the liquidation of its indebtedness and the active prosecution of work under its contract in the immediate future. These measures are now well under way with the every assurance of a successful issue, and the Maritime Canal Company is awaiting the result.

Since the foregoing statement, notwithstanding delays incident to the magnitude and nature of the work of reorganization, the construction company reorganization committee have made material progress, and they now give assurance of ability to resume performance of the contract at a day not far distant.

It has therefore seemed wise on the part of the Maritime Canal Company to wait on them what, under all the attending circumstances, would be regarded a fair and reasonable time.

In witness whereof the Maritime Canal Company of Nicaragua has caused its corporate seal to be hereunto affixed, and these presents to be signed by its president and secretary, this 1st day of December, A. D. 1894.

THE MARITIME CANAL COMPANY OF NICARAGUA,
By HIRAM HITCHCOCK, *President.*
[SEAL.] THOS. B. ATKINS, *Secretary.*

The SECRETARY OF THE INTERIOR,
Washington, D. C.

STATE OF NEW YORK,
City and County of New York, ss.

Hiram Hitchcock, being duly sworn, says that he is the president of the said the Maritime Canal Company of Nicaragua; that he has read the foregoing annual report, and knows the contents thereof, and that the same is in all respects correct and true.

HIRAM HITCHCOCK.

Sworn to before me this 1st day of December, 1894.
[SEAL.] JOSEPH F. X. HORGAN,
Notary Public 305, New York County.

STATE OF NEW YORK,
City and County of New York, ss.

Thomas B. Atkins, being duly sworn, says, that he is the secretary of the said The Maritime Canal Company, of Nicaragua; that he has read the foregoing annual report and knows the contents thereof, and that the same is in all respects correct and true.

THOS. B. ATKINS.

Sworn to before me this 1st day of December, 1894.
[SEAL.] JOS. F. X. HORGAN,
Notary Public 305, New York County.

STATE OF NEW YORK,
City and County of New York, ss:

On the 1st day of December, in the year 1894, before me personally came Thomas B. Atkins, known to me to be the secretary of the Maritime Canal Company, of Nicaragua, and with whom I am personally acquainted, who, being by me duly sworn, did depose and say, that he resided in Roselle, N. J.; that he was the secretary of the Maritime Canal Company, of Nicaragua; that he knew the corporate seal of said company; that the seal affixed to the foregoing report was such corporate seal; that it was so affixed by the order of the board of directors of said company, and that he signed his name thereto by the like order as secretary of the said company.

And the said Thomas B. Atkins further said that he was acquainted with Hiram Hitchcock and knew him to be the president of said company; that the signature of the said Hiram Hitchcock subscribed to the said instrument was in the genuine handwriting of the said Hiram Hitchcock, and was thereto subscribed by the like order of the said board of directors and in the presence of him, the said Thomas B. Atkins.

In witness whereof I have hereunto set my hand and official seal this 1st day of December, 1894.

[SEAL.] JOS. F. X. HORGAN,
Notary Public 305, New York County.

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